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£544 million to run Navy next year

'IF CIVILIAN WAGES RISE, SO MUST NAVAL PAY'

THE 1965-66 Statement on the Defence Estimates shows increases under every heading of Navy expenditure during the forthcoming year, there being a total increase in the Navy Votes of £56½ million.

The defence budget for 1965-66 totals £2,120½ million and the Navy's share of this vast amount is £544 million. The total defence bill is equivalent to £39 per head of the population. This is a very large figure indeed but it should be kept in perspective—over £39 per head of the population is spent on drink and tobacco in Britain each year.

Britain now has 393,000 men in the armed forces, the strength of the Royal Navy being 91,678 adult males on January 1, 1965, a figure which is expected to rise to 93,550 by April, 1966. To achieve this expansion, however, it will be necessary to increase the rate of recruitment from rather less than 8,000 a year to over 9,000 a year unless there is a marked improvement in the rate of re-engagement.

DROP IN RE-ENGAGING

The rate of re-engagement has been steadily falling and only about 52 per cent. are now re-engaging to complete time for pension as against 65 per cent. in 1959. "The trend," says the Statement on Defence, "is largely attributable to the separation from home associated with naval service, which has been accentuated by the increase in the size of the fleet serving in the Far East." Steps to overcome the recruiting and re-engaging problems are under consideration.

In this connection the Statement says "... if our Armed Forces are to attract and hold voluntary recruits their pay and allowances will have to rise with wage and salaries in civilian life."

MORTGAGES FOR RATINGS

IN the Statement on the Defence Estimates reference is made to the decline in the number of ratings, particularly in skilled trades, who are re-engaging for further service, and the Statement goes on to say, "Further steps to overcome these difficulties are under consideration."

It is understood that among the steps envisaged is a scheme whereby sailors wishing to buy their own houses may obtain 100 per cent. mortgages. Despite the large number of married quarters that have been built for the Navy over the past years, and another 1,000 maisonettes which will be completed in the forthcoming year in the Gosport area, in most places quarters are still in short supply.

There is no doubt that housing plays a big part in the decision whether or not to re-engage. People who have been able to have married quarters during their service are most likely to re-engage than those who have not been so fortunate. At the same time many families would like to buy their own house as a form of security for the future, and if a mortgage scheme is introduced it would be an incentive to re-engaging.

It is also not beyond the bounds of possibility that pay rises before the bi-annual review due to take place later this year may be introduced. It is understood that increases in pay or allowances are being considered.

Provision for the construction of new ships and the purchase of new aircraft for the Navy is £133 million. New naval construction includes the continuance of the Polaris programme and the second nuclear-powered hunter-killer submarine, H.M.S. Valiant, which will be completed during 1965-66.

There is no mention in the Statement on Defence of the large aircraft carrier for which the Navy has been looking for several years and the design for which is still being discussed, but the Minister of Defence, Mr. Denis Healey, stated that an order would be placed next year. The White Paper does not mention further orders for ships, but it will be recalled that orders for three 'Leander' class frigates and two 'County' class guided-missile destroyers were placed in January this year.

During the forthcoming year H.M.S. Fearless and H.M.S. Intrepid, the new class of assault ships, are expected to enter the service, and the escort fleet will be strengthened by the addition of four more 'Leanders' and a fifth 'County' class destroyer which will be equipped with the Sea Slug Mark 2 surface-to-air guided-missile system.

ATLANTIC NUCLEAR FORCE

The White Paper stresses the Government's belief in the proposed Atlantic Nuclear Force. Britain's main contribution to such a force would be her V-bombers and her four Polaris submarines. "The Government's proposals for the Atlantic Nuclear Force imply a massive British contribution to the Alliance, including a degree of interdependence hitherto unknown. We believe that their acceptance would bring a major increase in the strength and solidarity of the Alliance. They would supplement the existing arrangements by which we place under N.A.T.O. command or make available to N.A.T.O. in an emergency a large part of our Air Force in the United Kingdom and the greater part of our naval forces, as well as our land and air forces in Germany."

An interesting point in the Statement is that the senior Ministers under the Secretary of State have been given a sphere of interest and concern across the board in addition to their single service responsibilities. The Minister for the Royal Navy is to be concerned with personnel and logistics in all three Services; the Minister for the Royal Air Force is to be concerned with the co-ordination of research, development and production for all three Services and for the defence budget as a whole, while the Minister for the Army will be specially concerned with matters of international policy relating to defence. Such extra duties, however, do not infer the integration of the three Services. The sailor is not going to have to wear khaki, or the soldier take a trick at the wheel.



The first of a series of articles on the people who run the Navy's affairs appears on page 6. Responsibility for the main aspects of defence policy, namely plans and operations, the defence programme and budget and the research and development programme is now concentrated in the Ministry of Defence, the headquarters of which is shown above

New C-in-C Portsmouth

ADMIRAL SIR VARYL BEGG, A.K.C.B., D.C.O., D.S.C., has been appointed as Commander-in-Chief, Portsmouth, and Commander-in-Chief, U.K. Home Station (Designate) in succession to Admiral Sir Wilfrid Woods, G.B.E., K.C.B., D.S.O., the appointment to take effect in August, 1965.

The appointment carries with it the N.A.T.O. appointment of Allied Commander-in-Chief, Channel.

Admiral Begg, a gunnery specialist, joined the Service in 1926. His war service included the Norwegian Campaign, the Battle of the Atlantic and the Mediterranean Theatre, where he took part in the Battle of Taranto and the Battle of Matapan, for which action he was awarded the D.S.C. During the Korean War he was Captain (D) of the 8th Destroyer Flotilla, being awarded the D.S.O. and being Mentioned in Despatches.

Other commands were Captain of H.M.S. Excellent and the carrier H.M.S. Triumph. Since reaching Flag rank he has been Chief of Staff to the C-in-C, Portsmouth, Flag Officer Second-in-Command, Far East Station, and a Lord Commissioner of the Admiralty and Vice-Chief of Naval Staff. He has been Commander-in-Chief, Far East, since April, 1963.

Supply Officer as Commodore

FOR the first time a supply officer has been appointed in command of a naval barracks with the appointment of Capt. G. A. Henderson, a supply branch specialist, as Commodore, R.N. Barracks, Portsmouth. He takes up his appointment, relieving Commodore P. G. Sharp, D.S.C., in April.

Capt. Henderson is at present serving at the Ministry of Defence (Navy) on the staff of the Director General Naval Personnel Services, being Director of Supply Officer Appointments and responsible for Supply and Secretariat branch training.

A somewhat similar appointment is the Supply and Secretariat officer in command of the R.N. Supply School at Chatham, H.M.S. Pembroke, formerly the Royal Naval Barracks, Chatham, but the appointment of Capt. Henderson means that he is the first supply officer to hold the rank of commodore.

Freedom of City for Portsmouth Command

PORTSMOUTH is to confer the Freedom of the City to the Portsmouth Naval Command on May 7 and, given fine weather, about 1,000 officers and men will be on parade in the grounds of Southsea Castle for the ceremony. Should the weather be wet the ceremony will take place in a drill shed in H.M.S. Excellent.

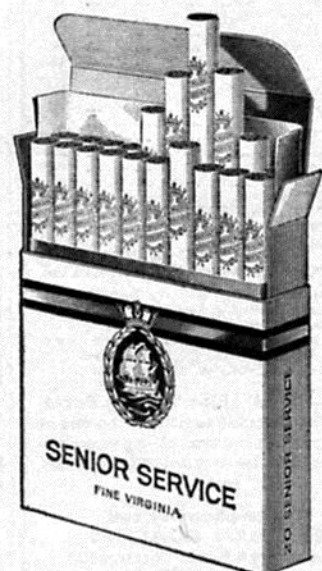
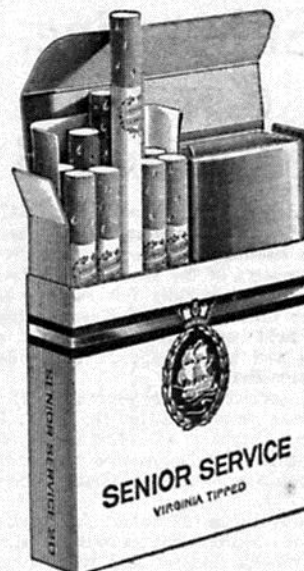
After inspection of the guard of honour by the Lord Mayor of Portsmouth (Ald. J. A. Nye) and the C-in-C, Portsmouth (Admiral Sir Wilfrid Woods), there will be a fanfare and the town clerk (Mr. J. R. Haslegrave) will read the scroll containing the Freedom resolution. The Lord Mayor will then address those present before handing the scroll in a silver casket to the Commander-in-Chief.

After a feu de joie the Queen's Colour of the Portsmouth Command will be marched into the arena and the Naval contingent will then march to the Royal Naval Barracks with "drums beating, bayonets fixed and colours flying."

The salute will be taken by the Lord Mayor at the Guildhall and afterwards there is to be a civic luncheon.

On the same day there is to be a service in the Victory Arena, alongside H.M.S. Victory, to commemorate the 200th anniversary of the launching of the ship, which will be attended by civic representatives from Portsmouth and also from Chatham where Victory was built.

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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.)
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

EDITORIAL

ASKED at the press conference on the Statement on the Defence Estimates about the new 50,000 ton aircraft carrier, the design for which has been the subject of discussions over the past couple of years or so, the Minister of Defence, Mr. Denis Healey, gave an assurance that an order for a carrier would be placed next year.

This is good news for the Navy in general and for the Fleet Air Arm in particular, but as the modern carrier is so complex, it is impossible for a new carrier, especially one of 50,000 tons, to be ready for service with the Fleet until, perhaps, 1973.

By that time the Navy's carrier force would be reduced to three carriers, including the new one, Hermes and Eagle being the other two, unless steps are taken now to order more than one.

Today's five carriers, Victorious, Eagle, Hermes, Centaur and Ark Royal, and the two commando ships Bulwark and Albion are, except for refit periods, constantly at full stretch. How, therefore, can the Navy make do with less than five in addition to the commando ships, which before the 1970's must be at the end of their effective life?

Carriers and commando ships have proved their worth and a Navy without such ships could not undertake the work they are now called upon to do.

True, the Lion, Tiger and Blake are to be converted to helicopter cruisers and, it is hoped, world tension will be reduced, but the cruisers' hulls are old and it is, perhaps, taking too much chance to bank on a reduction in world tension.

The answer would appear to be more ships. Certainly the new carrier as soon as possible, and perhaps more than one, but, in addition, more fast small craft—fast patrol boats or corvettes—which could undertake much of the patrol work now being carried out, so expensively it would seem, by strike carriers.

The statement on the Defence Estimates says: "At present our forces are severely stretched both in manpower and in equipment." It would seem inescapable, therefore, that a reduction from the present five carriers, while perhaps producing more manpower for the remaining ships, would only emphasise the strain on the men serving in the carriers left and on the carriers themselves.

BORNEO SQUADRON WINS BOYD TROPHY

IT was announced on February 15 that No 845 Naval Air Commando Squadron, Wessex helicopters, commanded by Lieut.-Cdr. Geoffrey Sherman, M.B.E., R.N., had been awarded the top award of the Fleet Air Arm, the Boyd Trophy, for its outstanding services in defence of Malaysia during 1964.

It was only recently that the squadron marked up its 10,000th operational flying hour, more than any other helicopter squadron in Borneo, by drinking a toast in the local Sarawak rice wine called Tuak alongside their helicopters in their main base at Sibul, Sarawak.

The Boyd Trophy is awarded each year for the most outstanding contribution to naval aviation and is named after Admiral Sir Denis Boyd, the first Admiral (Air).

This is the second year running that the trophy has gone to a helicopter squadron operating in Malaysia in support of security forces. In 1963 it was won by No. 846 Squadron, since disbanded.

50,000 PASSENGERS

Beginning in December, 1962, 845's operations have involved the movement of over 50,000 passengers, mostly troops, 6,000,000 lbs. of stores, and the evacuation of 500 casualties and medical cases—40 of them at night. The helicopters, detached first from the Commando Ship H.M.S. Albion and now from H.M.S. Bulwark, have operated from seven different bases during the period, using innumerable forwarding refuelling positions in the dense jungle.

With an average of nearly 80 per cent. serviceability it is the squadron's proud claim that they have never had to turn down an operational mission or a "casevac" day or night. Paying tribute to maintenance which has made this record possible, the commanding officer said when the 10,000th hour was

celebrated: "The aircraft are flying over 50 hours a month each over some of the worst terrain in the world, yet the naval maintenance teams keep them on the line day after day—by ingenuity, sheer hard work and a devotion to duty second to none."

Thanks to the skill and speed shown when evacuating seriously ill civilians while carrying on the fight against Indonesian intruders 845 Squadron has won the admiration and friendship of the people of Borneo.

UNSURPASSED EFFICIENCY

Flag Officer, Naval Air Command (Vice-Admiral Sir Richard Smeeton) says in his citation "By their operations and exercises both ashore and afloat, 845 Squadron set a standard of efficiency in Borneo unsurpassed by any other squadron deployed there and made a considerable contribution to the defence of Malaysia. They earned the praise of all."

Lieut.-Cdr. Sherman has personally flown more than 500 operational sorties and holds both the Order of the State of Sarawak and the M.B.E. for the squadron's services. One of the squadron's pilots, Lieut. John Morgan, M.B.E., R.N., of Talybont, Cardiganshire, now has 2,500 flying hours in his log in Navy helicopters in the Arctic, Antarctica, Canada, Libya, Persian Gulf and Malaysia.

Runners-up for the Boyd Trophy were 849A Flight in H.M.S. Victorious. From September until the end of November last year they were based ashore in Malaysia to help counter Indonesian landings by radar patrols with their Gannet aircraft, and earning great admiration for their outstanding operational efficiency and devotion to duty.

COURAGE IN STEAM-FILLED BOILER ROOM

WHEN the main feed pump in the boiler room of H.M.S. Pellew, the anti-submarine frigate, disintegrated with great force last October, an officer and three senior ratings showed "outstanding courage and initiative," and have been presented with commendations from the Commander-in-Chief, Home Fleet, Admiral Sir Charles Madden.

Engineer Lieut. Leslie Wilkinson, R.N., of Weymouth, was the first to enter the boiler room "without regard to his own safety," and he and C.E.R.A. William Ricketts, of Plymouth, managed to stop the escape of exhaust steam.

P.O.M.E. Terence Thomas, of Brynmelyn, Swansea, went down into the steam-filled boiler room when informed that a rating might be there, and P.O.M.E. Daniel Healy, of Bridlington, who was on watch at the time, made a creditable effort to shut down the boiler and evacuate his men although suffering from a broken arm.

Lieut. Wilkinson, P.O. Thomas and C.E.R.A. Ricketts received their commendation scrolls from the Flag Officer, Medway, Rear-Admiral I. L. T. Hogg, at Divisions at H.M.S. Pembroke, Chatham, on February 5. P.O. Healey was not able to receive his commendation then for he is still attending the R.N. Hospital at Haslar for treatment.

Submarine disaster remembered

AT 3 p.m., on January 29, 1917, A.K.13, a two-funnelled steam-driven submarine took her last dive in the waters of the Gareloch—a dive from which tragically few escaped to tell the tale. A memorial service has been held annually ever since to mourn and honour the 31 men who lost their lives.

The service of remembrance this year was conducted by the Rev. J. Bishop, chaplain of H.M.S. Maidstone, the Third Submarine Squadron Depot ship, who also provided a guard of honour.

Among those present at the service was Mr. Sidney Glazebrook, a survivor of the disaster and representatives of the International Submarine Association.

DRAFTING FORECAST

Notes: The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice. Ships in which Locally Entered Cooks (S), Cooks (O), or stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

H.M.S. Hampshire (G.M. Destroyer), March 4, at Portsmouth, General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, U.K. Base Port, Portsmouth.

No. 829 Squadron (Nalad Flight), March 5, at R.N. Air Station, Culdrose General Service Commission, Wasp.

H.M.S. Dark Intruder (Fast Patrol Boat), March 5, at Portland, Home Sea Service, U.K. Base Port, Portland.

H.M.S. Nalad (A/S. Frigate), March 16, at Glasgow, Home Sea Service, 20th Frigate Squadron, U.K. Base Port, Chatham.

H.M.S. Dainty (Destroyer), March 17, at Portsmouth, General Service Commission, Home/Med./Home/Med. 23rd Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. (Destroyer), March 17, at Portsmouth, L.R.P. Complement.

No. 829 Squadron (Gurkha Flight), March 24, at R.N. Air Station, Culdrose General Service Commission, Wasp.

H.M.S. Decoy (Destroyer), March 25, at Portsmouth, General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, 21st Escort Squadron, U.K. Base Port, Devonport.

700 Bravo Squadron, April 7, at R.N. Air Station, Lossiemouth, Buccaneers.

H.M.S. Berwick (A/S. Frigate), April 8, at Portsmouth, General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, 21st Escort Squadron, U.K. Base Port, Portsmouth.

H.M.S. Dido (A/S. Frigate), April 8, at Chatham, General Service Commission, (Phased.) Home/East of Suez/Home, Capt. (D), 21st Escort Squadron, U.K. Base Port, Chatham.

H.M.S. Laleston (C.M.S.), April, Transfer to Vernon Squadron, Home Sea Service, U.K. Base Port, Portsmouth.

H.M.S. Burnaston (C.M.S.), April, Steam to Aden where Fokton's crew transfer, Foreign Service (Middle East), (E).

H.M.S. Blackwood (A/S. Frigate), May 20 (tentative date), at Rosyth for trials, Commissions July 29 for Home Sea Service (Captain Fishery Protection Squadron), U.K. Base Port, Rosyth.

H.M.S. Ulster (A/S. Frigate), May 20, at Devonport for trials, Home Sea Service July 15, 17th Frigate Squadron, Vice Wizard, U.K. Base Port, Portsmouth (under consideration).

H.M.S. Beachampton (C.M.S.), May, steam to Aden where Chilcompton's crew transfer, Foreign Service (Middle East), (E).

H.M.S. Wilkinston (C.M.S.), May, Transfer to 8th M/S. Squadron, Local Foreign Service (Far East), (E), Duffon's crew transfer.

H.M.S. Bastion (L.C.T.), June 1, at Bahrain, Foreign Service (Middle East), Amphibious Base Port, Rosyth, (B).

H.M.S. Lynx (A/A. Frigate), June 24, at Portsmouth, General Service Commission, Home/South Atlantic and South America/



Admiral Sir Charles Madden, Bt., G.C.B., Commander-in-Chief, Eastern Atlantic Area, with Air Marshal P. D. Holder, C.B., D.S.O., D.F.C., Commander, Maritime Air, Eastern Atlantic Area and the Joint Directors of the Anti-Submarine School, H.M.S. Sea Eagle, Londonderry, Captain J. C. Cartwright, D.S.C., R.N., and Group Captain P. A. Hughes, D.F.C., R.A.F., at the opening of the 6th N.A.T.O. Anti-Submarine Warfare Symposium

CHALLENGE TO N.A.T.O. A.S.W. FORCES

TO stimulate the exchange of knowledge and experience in Anti-Submarine Warfare (A.S.W.), N.A.T.O. holds an A.S.W. Symposium every other year. This year the Symposium was held from February 9 to 11 at the Joint Anti-Submarine School, H.M.S. Sea Eagle, Londonderry, being sponsored by the C-in-C, Eastern Atlantic Area (CINCEASTLANT), Admiral Sir Charles Madden, Bt., G.C.B., on behalf of the Supreme Allied Commander Atlantic, Admiral H. P. Smith, U.S.N.

Nearly 150 delegates attended the Symposium from NATO Commands, and Belgium, Canada, Denmark, France, Germany, Greece, Italy, The Netherlands, Norway, Portugal, the United Kingdom and the United States of America.

In his speech to the press at the

start of the Symposium CINCEASTLANT said: "I have chosen Londonderry as the venue (for the Symposium) because it has a long association with Anti-Submarine Warfare not only as the home of the Joint Anti-Submarine School of the Royal Navy and the Royal Air Force, but as an escort base in the Battle of the Atlantic in the Second World War."

He mentioned too that the submarine threat to NATO sea communications is often obscured by the more dramatic nuclear aspects of modern warfare. However, since the Second World War, submarine performance has increased and the range, accuracy and destructive capability of their weapons is greater than ever before. He said: "This is an enormous challenge to the NATO A.S.W. Forces."



H.M.S. Mohawk the "Tribal" class General Purpose Frigate, due to recommission on June 3 at Rosyth for a General Service Commission on the Home and Middle East Stations.

Home/South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Portsmouth.

Warfare Squadron (F).

H.M.S. Mohawk (G.P. Frigate), June 3, at Rosyth, General Service Commission, (Phased.) Home/Middle East, 9th Frigate Squadron, U.K.

H.M.S. Caprice (Destroyer), End of June, at Rosyth for trials, To Reserve on completion.

H.M.S. Lincoln (A/D. Frigate), July 13, at Singapore, Foreign Service (East of Suez), (Phased.) 24th Escort Squadron, (A).

H.M.S. Ajax (A/S. Frigate), July 13, at Singapore, Foreign Service (East of Suez), (Phased.) Capt. (D), 24th Escort Squadron December.

(C).

H.M.S. Arethusa (A/S. Frigate), July 14 (tentative date), at Cowes, Home Sea Service, Foreign Service (East of Suez), January, 1966, Divisional Leader, 24th Escort Squadron, (A).

H.M.S. Ulster (A/S. Frigate) July 15 at Devonport, Home Sea Service, 17th Frigate Squadron vice Wizard, U.K. Base Port, Portsmouth (under consideration).

H.M.S. Anzio (L.S.T.) and No. 1 Assault Squadron, July 23, at Gibraltar, Foreign Service (Middle East) Amphibious Warfare Squadron, (B).

No. 829 Squadron (Arethusa Flight), July (tentative date), at R.N. Air Station, Culdrose, Foreign Service (East of Suez), Wasp.

H.M.S. Maryton (C.M.S.), July, Steam to Aden where Kemerton's crew transfer, Foreign Service (Middle East), (E).

H.M.S. Kemerton (C.M.S.), July, Steam to U.K. with steaming crew from Aden.

H.M.S. Leander (A/S. Frigate), August 12, at Chatham, General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, 21st Escort Squadron, Divisional Leader, U.K. Base Port, Portsmouth.

H.M.S. Dampier (Surveying Ship), August 31, at Singapore, Foreign Service, S.W. Pacific (C).

H.M.S. Daring (Destroyer), August, at Devonport for trials, To Reserve on completion.

H.M.S. Cleopatra (A/S. Frigate), August 23, at Devonport, for trials, Commissions January 4, 1966, for Home Sea Service followed by Foreign Service, East of Suez, June, 1966, Divisional Leader, 26th Escort Squadron.

H.M.S. Kent (G.M. Destroyer), September 9, at Chatham, General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, U.K. Base Port, Chatham.

H.M.S. Vidal (Surveying Ship), September 9, at Chatham, General Service Commission, North Atlantic, U.K. Base Port, Chatham.

H.M.S. Bossington (M/H. Conversion), September 9, at Chatham, Local Foreign Service (Far East), 6th M/S. Squadron, (E).

H.M.S. Zulu (G.P. Frigate), September 16, at Rosyth, General Service Commission, (Phased.) Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Rosyth, (B).

H.M.S. Woodlark (Survey Ship Conversion), September, at Chatham, Home Sea Service, U.K. Base Port, Devonport.

(Continued on page 5, column 1)

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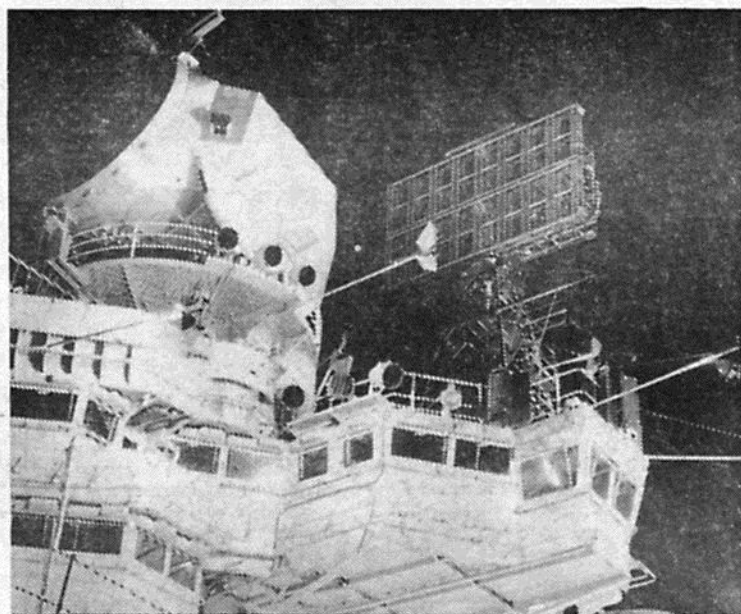
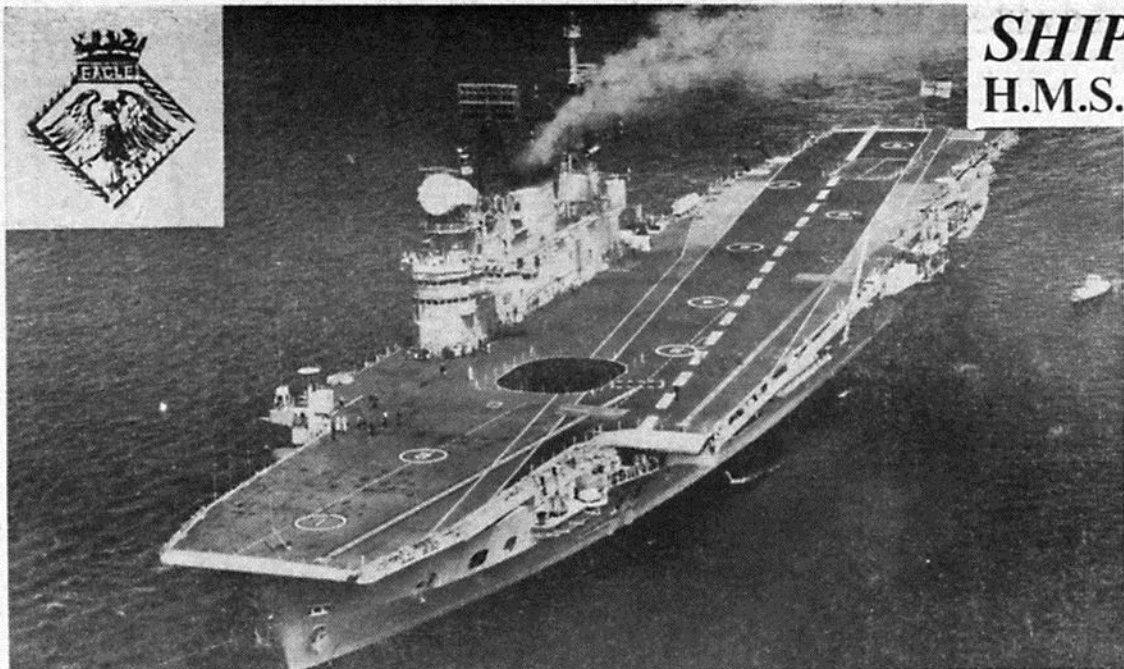
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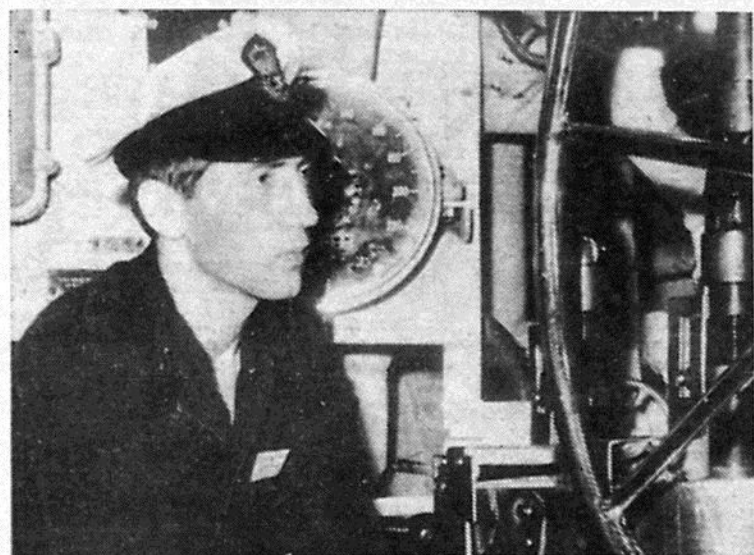
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SHIPS OF THE ROYAL NAVY

H.M.S. EAGLE (modernised) No. 112



This is not out of another world. It is part of the "island" of H.M.S. Eagle, floodlit during a visit to a foreign port. Part of the radar equipment which enables the ship to track and engage enemy aircraft, is clearly visible



E.R.A. 1/c C. M. Mohum joined H.M.S. Fiscard as an Artificer Apprentice in 1954, completing his training as an Engine Room Artificer in H.M.S. Caledonia in 1958. Has served in Home Waters, the Persian Gulf and the Far East and, when in H.M.S. Albion, in 1958-59 he went round the world. In 1960 he was serving in the frigate H.M.S. Hardy and in 1961-62 he served in another frigate H.M.S. Loch Lomond



P.O. Stores Acc't. (V), D. Merideth serving out stores. He joined H.M.S. Ceres as a Probationary Stores Assistant in 1949 and has served in Home Waters, the Middle East and the Far East. In 1949-51 he was at R.N. Air Station, Malta. From 1952 to 1954 he was in the frigate Enard Bay, and from 1958 to 1960 he served in the minesweeper H.M.S. Acute. From 1961 to 1963 he was in the tank landing ship, H.M.S. Messina. Now in H.M.S. Eagle

H.M.S. EAGLE was built at Belfast, being laid down in October, 1942, launched in March, 1946, and completed October, 1951. She was reconstructed in H.M. Dockyard, Devonport, between 1959 and 1964 and now has a fully angled flight deck, new flight deck armour and the most modern radar equipment.

Her length is 812 ft. (o.a.) and her beam (o.a.) is 171 ft. She has eight 4.5 in. guns and has six quadruple launchers for Seacat missiles. Displacement is 54,100 tons (full load).

Sir Winston's funeral

SIR.—I would like to say how impressed I was with the officers and ratings of H.M.S. Excellent who carried out their duties at Sir Winston Churchill's funeral with such precision and smartness.

Having served so long in the Royal Navy it makes one proud at such a splendid turn out on such an occasion. Thank you, H.M.S. Excellent.—Yours, etc., WILLIAM REID, ex C.P.O., 21 Orwell Place, Edinburgh, 11.

(By Editor—Similar letters have been received from other readers. Leading the gun carriage party of 98 men drawing the carriage, while 44 others were on the reverse drag ropes, was Capt. A. M. Power, R.N., Captain of H.M.S. Excellent, whose father, the late Admiral of the Fleet Sir Arthur Power, performed the same duty at the funeral of King George V. Although the gun carriage party was composed of men from H.M.S. Excellent, some 120 officers and 1,550 ratings and other ranks of the Royal Navy, Royal Marines, the Women's Royal Naval Service and the Queen Alexandra's Royal Naval Nursing Service took part in the State funeral arrangements, providing guards of honour, armed escorts, street lining parties, piping parties, and so on, and the bearing of all of them was a credit to the Senior Service.)

VICE-ADMIRAL GORDON CAMPBELL

SIR.—I am writing a life of Vice-Admiral Gordon Campbell, V.C., and would like to hear from anyone who served with him at any time during his naval career.

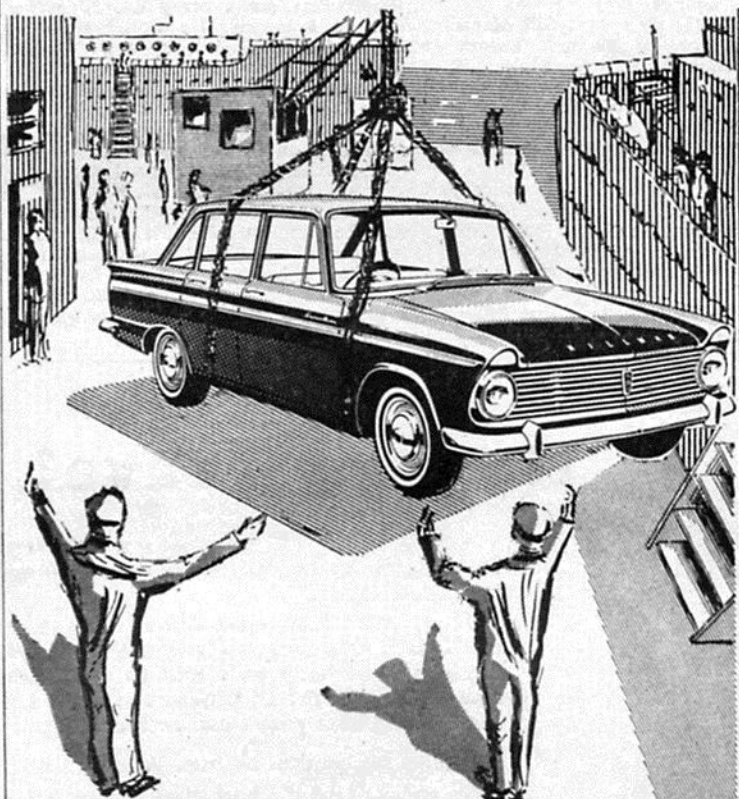
Any recollection will be gratefully received, and all letters will be answered.—Yours etc., A. CECIL HAMPSHIRE, 6 Southbourne Gardens, Eastcote, Ruislip, Middlesex.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage. Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle, Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitty, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armand, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampden, Gorkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leader, Grenville, Tartar, Jaguar, London, Ajax, Devonshire, Lowestoft, Kent, Hardy and Dreadnought.

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The Editor, "Navy News," R.N. Barracks, Portsmouth:
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"Nigger," the friend of hundreds of submariners, who died on January 11, 1965. (Photo.—By courtesy of the Sydney Morning Herald)

NIGGER, FRIEND OF SUBMARINERS, DIES

IN 1951 a large stray black dog wandered into H.M.A.S. Penguin in Sydney, Australia, and was adopted by the Fourth Submarine Division of the Royal Navy. He was christened "Nigger" and over the course of time became the mascot of the squadron.

Nigger remained with the Division and was cared for entirely by the ship's company, including his Veterinary Surgeon's fees, an item never insignificant in his early fighting days and again latterly as he grew older. With unfailing regularity Nigger saw every submarine off to sea and again on return to harbour, boarded any transport with submarine ratings in it and kept H.M.A.S. Penguin clear of lesser dogs.

Unfortunately Nigger was involved in a road accident on January 11, 1965, and died the next day as a result of his injuries.

His early days were full of energy and vigour, he has been known on many occasions to leave Penguin at the same time as the bus to Neutral Bay, a distance of seven miles from the depot, and, no matter how hard the bus driver tried, Nigger would always be on the jetty before the bus arrived. He took an active part in all sports. He was a good swimmer and a great footballer (as many a league referee found to his confusion). He would run after the ball and if by chance took hold of the lacing it was a long and hard chase that followed. Nigger's aquatic ability was out-

standing, he would nudge anyone he fancied into the pool and stroke for stroke the race was on.

"NUTTY" FAN

His interests were wide and varied. He didn't like alcohol but when in the Wet Canteen, did his utmost to bolster the profits of a well-known chocolate firm. Even if the beer didn't interest him the sing-songs were right up his street and he joined in lustily.

Like a true submariner he roamed the depot looking for W.R.A.N.S. who were all fond admirers of his. It has been said before now that submariners are a crazy lot, Nigger was no exception. He would spend hours chasing seagulls up and down the jetty with nothing to show for it at the end. His runs ashore varied from Sunday dinner at home with someone on Ration Allowance, an afternoon on Plonk Island off Balmoral Beach, to a really good run on a Saturday night to the Manly Hotel with the "lads." One particular Saturday the manager asked for Nigger to be removed, the "lads" moved instead and had a better run in the Pacific Hotel, the Manly taking less than evening than for a long time. One out-

(Continued in column 3)

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Acting Chief Engineer Room Artificer
MX 913811 M. de L. Adams, MX 708053 D. R. Binny, MX 803659 M. Briggs, MX 913912 B. G. Goodyear, MX 913961 N. J. Nethercott, M 979901 A. C. F. Sanger.

To Acting Chief Mechanician
KX 863598 C. T. Cross, KX 859396 R. E. Hampton, KX 817771 E. F. Newton, KX 160980 W. J. Smith.

To Chief Shipwright Artificer
MX 913860 K. Brown.

To Chief Blacksmith
MX 784657 P. W. Markham.

To Chief Joiner
MX 685121 D. C. Burns.

To Chief Engineering Mechanic
KX 879100 A. J. Bradshaw, KX 907918 W. G. Brown, KX 615373 J. J. Johnston.

To Acting Chief Ordnance Artificer
M 928718 N. Clark, MX 888602 W. G. Hocking, MX 913964 T. J. Nicholls, MX 667910 L. G. Smith.

To Acting Chief Electrical Artificer
MX 913785 K. A. Spinks.

To Acting Chief Electrical Mechanician
MX 678303 D. Dean.

To Chief Electrician
MX 803979 W. T. Clark, MX 895903 A. Lansdowne, MX 864175 F. W. Lawrence, MX 864331 S. J. Stephens.

To Acting Chief Radio Electrical Artificer
M 928884 F. L. Young.

To Chief Radio Electrician
MX 915076 R. J. P. Calver, MX 915272 L. F. Kelly.

To Chief Radio Supervisor
JX 836509 L. Mullin.

To Chief Radio Supervisor (W)
JX 912412 J. R. Robinson.

(Continued in column 4)

(Continued from column 2)

standing feature that separated him from other submariners was that he was tidy. When he had finished his fish and chip supper he would screw up the remains in the paper and push it all into a corner of the messdeck and then look round waiting the applause.

HATED FRESH WATER

Despite the fact that Nigger loved salt water he hated fresh and it would take some considerable effort by three or four stalwarts to drag him into the bathroom for a wash.

Many submariners past and present from H.M. Submarines Telemachus, Thorough, Tacitician, Andrew, Aur-ochs, Anchorite, Tapir, Tabard, Taciturn and Trump will remember his antics and companionship around the depot, on his Sunday morning walks and on the front row seat he always occupied in the Penguin Cinema.

Nigger, if he could have talked could probably tell much more but unfortunately he met with an accident outside Penguin on January 11, 1965, and died the following day.

Nigger meant a lot to the Fourth Submarine Division and he will be sadly missed by all those in the Submarine Service and the Royal Australian Navy who knew him. It is hoped that eventually he will be put in a place of honour in the Submarine Museum in H.M.S. Dolphin as a lasting tribute to his faithfulness.



P.O. Birch on the right and A.B. Bull examining progress with dinner.

RATINGS GIVE UP LEAVE TO RENOVATE CHESHIRE HOME

(Continued from column 3)

To Chief Communication Yeoman
JX 795931 P. D. Beales.

To Sick Berth Chief Petty Officer
MX 900423 J. Dongworth, MX 840242 A. H. F. Hillman.

To Chief Petty Officer
JX 795893 J. T. Wathen, JX 838890 B. A. Parker, JX 177310 S. A. Dickens, JX 712655 W. E. T. Lowther, JX 162610 P. E. Morris, JX 646487 B. V. Robinson, JX 660524 R. K. Cadie.

To Master-at-Arms
MX 820074 H. B. Evans.

To Chief Petty Officer Stores Accountant (V)
MX 880506 T. Cattersch.

To Chief Petty Officer Cook (S)
MX 794531 B. A. Martin.

To Chief Wren
19461 E. J. Young, Quarters Assistant, 100825 E. G. Doree, Quarters Assistant, 70314 M. F. Fenton, Steward (O).

Acting Chief Aircraft Mechanician (AE)
L/FX 726305 J. D. Cotton.

Chief Air Fitter (AE)
L/FX 837553 K. Poxon, L/FX 837399 R. Murphy, L/FX 627138 R. Winton, L/FX 727136 G. J. Tebbey.

Chief Airman (AH)
L/FX 660636 A. A. Lewis.

Chief Airman (SE)
L/FX 760068 T. F. J. Houghton.

Acting Chief Radio Electrical Artificer (Air)
L/FX 888804 J. A. Irving.

The destroyer on loan to the R.A.N., H.M.A.S. Duchess, is now on her first South-East Asian tour of duty for Australia, relieving H.M.A.S. Vampire on duty with the Strategic Reserve.

DURING the visit of H.M.S. Mohawk to Mombasa in January, four Petty Officers and four Able Seamen from H.M.S. Mohawk spent several days local leave lending a hand to renovate the new Cheshire Home at Likoni—some buildings which were in a poor state of repair on a site formerly used as a Hindu holiday camp. H.M.S. Eagle had been in Mombasa over Christmas and when she sailed a request was made through the Royal Naval Liaison Officer for H.M.S. Mohawk to continue the good work.

The volunteers lent a hand plumbing, plastering, painting and erecting a barbed wire fence around the site. They also applied their Damage Control skill in shoring up a roof to renew a beam which was sagging dangerously. They slept and fed "on the premises," using the stove which will in due course be fitted into the kitchen, on which to cook their meals.

To give him a break too they took Fred, the ship's monkey, who had to be restrained from causing serious damage to the surrounding shrubs, etc.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

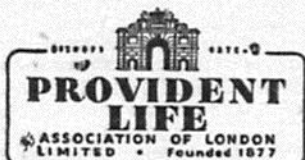
Sounds too good to be true. Where's the catch? No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

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The four brothers Cole on the flight deck of H.M.S. Albion, left to right: A.A. "Jerry" Cole, E.R.A. Charles Cole, Lieut. John Cole, R.N. and C.E.A. (Air) Arthur Cole

First time together for 21 years

CHIEF Electrical Artificer (Air) Arthur S. Cole joined H.M.S. Ariel, the Fleet Air Arm's Electrical Training Establishment at Lee-on-Solent, from R.N.A.S. Lossiemouth on February 22 for a month's course on the latest electronic developments in Naval Aviation.

The next day was a memorable one for Arthur, the youngest member of the Cole family, as it was the first time in 21 years that he and his three Naval brothers had seen each other at one and the same time.

All the brothers attended the Royal Naval Hospital School at Holbrook, near Ipswich and between them, their father and brother-in-law, have 100 years' service in the Royal Navy.

The eldest brother, Lieut. T. John Cole, R.N., whose wife and three children live in Waterloo, joined the Navy as a Junior Seaman in 1941 and is at present serving in H.M.S. Albion.

Aircraft Artificer "Jerry" Cole of Reading, is a member of the Naval Aircraft Development unit at H.M.S.

Ariel, whilst Engine Room Artificer Charles Cole, whose home is also in Waterloo, is serving in H.M. Submarine Alderney.

Mr. T. J. Cole of Northend, Portsmouth, the men's father, served in the Royal Navy for 10 years before he was invalided in 1924.

To round off this very "salty" family, the men's only sister, Vera, is married to Mr. Alwyn Quibell, also of Portsmouth, who served seven years in the Royal Navy and left as a Petty Officer Electrician.

There are four boys amongst the brothers' seven children, so it is hoped that the association between the Coles and the Royal Navy may go on for many more years.



A landing party from H.M.S. Decoy going ashore at Anguilla Cay, Bahamas, to search for ammunition and stores

DECOY HOME AFTER EXCITING 10 MONTHS

H.M.S. Decoy (Cdr. J. K. Stevens, R.N.) arrived at Portsmouth on February 26 after ten months' service on the West Indies Station. A "Daring" Class Destroyer, Decoy is of 2,810 tons standard displacement, was launched in 1949 and first commissioned in 1953. Her present commission began on April 23, 1963, and she will now pay off and re-commission.

Decoy hit the headlines of the world press last June when, patrolling the southern banks of the Bahamas, she encountered an armed group of anti-Castro Cuban activists who were using a British-owned island as a base for their attempt to enter Cuba. A search of the island by the ship's landing party and an exciting hot pursuit of the activists' motor launch which took the ship some twelve miles out to sea—led eventually to the arrest of nine people, including one attractive young woman. The prisoners were taken to Nassau where it soon became apparent that a big fish had been netted in the person of Manuel Ray, the Cuban exile leader who had sworn to be in Cuba by May 24. The local magistrate fined Ray and his party for carrying arms and they then flew back to Miami.

While preventing the use of British territory by armed groups, Decoy has on many occasions assisted unarmed refugees from Cuba to get to their destination—the United States. Over 50 of these unfortunate people have been picked off isolated British Cays, whence they had fled in small boats.

MISSILE UNITS 150-YEAR-OLD GARB

In September last year, Decoy spent two weeks in the United States, first in Baltimore and then at Newport, Rhode Island. The Baltimore visit coincided with the local celebrations for the 150th Anniversary of the writing of the American National Anthem—"The Star-spangled Banner." This was composed by a lawyer, John Key, who, in 1814, witnessed an assault by the British Fleet upon Fort McHenry. As dawn broke on the morning after the battle, he observed that the United States' flag, the star-

spangled banner, still flew proudly over the unconquered fortress—and the sight inspired him to composition. As Decoy passed Fort McHenry, a national Salute of 21 guns was fired. This was then returned by a shore battery in front of the fortress, the gunners clad in the ceremonial garb of their predecessors 150 years before. The contrast of the present with days gone by was strikingly accentuated by the fact that, beneath their colourful costumes, the American artillerymen, were in fact, members of a guided missile unit!

"UPSIDE DOWN BEATLES"

The ship was to have provided a platoon to lead the parade which was the highlight of the celebrations but, unfortunately, a spell of unseasonable weather, cold and rainy, meant the cancellation of this event. This was disappointing but there was consolation when Mr. Bob Hope, who was to be Master of Ceremonies at the parade, paid an unscheduled and hilarious visit to the ship. He was much impressed with the bearded

sailors whom he promptly dubbed "Upside down Beatles."

From Baltimore, the ship proceeded via the Chesapeake-Delaware Canal to Newport, Rhode Island, where she was British Guardship during the America Cup Races between the United States defender, "Constellation," and the British challenger, "Sovereign." During six days at Newport the ship became a focal point of local social activity. His Excellency The British Ambassador, Lord Harlech, held a reception on board for 200 guests and also went to sea with a small party to watch the first race of the series. Decoy remained at Newport for the first three of the four races and more than 500 people, local dignitaries and members of the British community, watched the proceedings from her decks. The only disappointment in a memorable week was Sovereign's heavy defeat.

Decoy has also visited Bermuda, Grenada, British Guiana, Trinidad, Jamaica, Barbados, St. Lucia, Dominica, St. Barthelemy, Puerto Rico, Nassau and Florida.

On January 1, 1965, both the captain (Cdr. Stevens) and the first lieutenant (Lieut.-Cdr. T. D. Kitson, R.N.) were selected for promotion—to captain and commander, respectively.

The return home was marred because of the loss overboard when about 200 miles west of the Azores, of the Canteen Manager, Mr. J. F. Mitchelmore.

An air and sea search was made, but without success.

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DRAFTING FORECAST (cont'd)

(Continued from page 2)

H.M.S. Bulwark (Commando Ship), September 30, at Devonport, Foreign Service (Far East) from date of sailing. Method of re-commissioning under consideration. U.K. Base Port, Devonport.

H.M.S. Undaunted (A/S. Frigate), September 30, at Chatham for trials. Commission December 2, for Home Sea Service. Capt. (F), 2nd Frigate Squadron, January, 1966. U.K. Base Port, Devonport (under consideration).

H.M.S. Corunna (A/D. conversion), September, at Rosyth, L.R.P. Complement.

H.M.S. Duncan (A/S. Frigate), September, at Rosyth, L.R.P. Complement.

H.M.S. Llandaff (A/D. Frigate), October 21, at Devonport for trials. Commissions December, 1965, for Home Sea Service, 26th Escort Squadron, Foreign Service (East of Suez) from May, 1966 (A).

H.M.S. Appleton (C.M.S.), October, at Bahrain. Foreign Service (Middle East), 9th M/S. Squadron, (E).

H.M.S. Ashanti (G.P. Frigate), October 21, at Devonport. General Service Commission, (Phased.) Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Devonport, (B).

H.M.S. London (G.M. Destroyer), October 28, at Portsmouth. General Service Commission, (Phased.) Home/East of Suez/Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Phoebe (A/S. Frigate), November, at Glasgow. General Service Commission, Home/East of Suez/Home/East of Suez, Capt. (D), 30th Escort Squadron, U.K. Base Port, Chatham (under consideration).

H.M.S. Sirius (A/S. Frigate), End of November, at Portsmouth for trials. Commissions April, 1966, for Home Sea Service, followed by Foreign Service (East of Suez) from date of sailing, 24th Escort Squadron, (A).

H.M.S. Cavalier (Destroyer), End of November, at Gibraltar for trials. To Reserve on completion (under consideration).

H.M.S. Leopard (A/A. Frigate), December 2, at Portsmouth for trials. To Reserve on completion.

H.M.S. Norton (M/H. Conversion), December 7, at Portsmouth. Home Sea Service, 1st M/H. Squadron, U.K. Base Port, Rosyth.

H.M.S. Llandaff (A/D. Frigate), December 16, at Devonport for Home Sea Service. Foreign Service (East of Suez) from date of sailing, 26th Escort Squadron, (A).

H.M.S. Beachampton (C.M.S.), December, at Bahrain. Foreign Service (Middle East), 9th M/S. Squadron, (E).

H.M.S. Maryton (C.M.S.), December, at Bahrain. Foreign Service (Middle East), 9th M/S. Squadron, (E).

H.M.S. Burnaston (C.M.S.), December, at Bahrain. Foreign Service (Middle East), 9th M/S. Squadron, (E).

H.M.S. Parapet (L.C.T.), At Bahrain. Foreign Service (Middle East), Amphibious Warfare Squadron, (F).

H.M.S. Aurora (A/S. Frigate), January, 1966. General Service Commission, Home/East of Suez/Home/East of Suez, Divisional Leader 30th Escort Squadron, (Phased.) Transferred from 2nd Frigate Squadron, U.K. Base Port, Chatham (under consideration).

H.M.S. Falmouth (A/S. Frigate), January, at Devonport. General Service Commission, Home/East of Suez/Home/East of Suez, 30th Escort Squadron, (Phased.) U.K. Base Port, Devonport.

H.M.S. Brighton (A/S. Frigate), January, at Chatham. General Service Commission, Home/East of Suez/Home/East of Suez, 30th Escort Squadron, (Phased.) U.K. Base Port, Chatham.

H.M.S. Whitby (A/S. Frigate), January, U.K. Base Port and type of service under consideration.

H.M.S. Aisne (Destroyer), January, at Portsmouth. General Service Commission, Home/East of Suez/Home/East of Suez, 30th Escort Squadron, (Phased.) U.K. Base Port, Portsmouth.

H.M.S. Maidstone (S./M. Depot Ship), January, at Devonport. Home Sea Service, Capt. 2nd S./M. Squadron, U.K. Base Port, Devonport.

H.M.S. Cassandra (Destroyer), January, at Gibraltar. Local Foreign Service, L.R.P. Complement.

H.M.S. Minerva (A/S. Frigate), January, at Newcastle. Home Sea Service, 20th Frigate Squadron, U.K. Base Port, Devonport (under consideration).

H.M.S. Zest (A/S. Frigate), January, at Portsmouth. General Service Commission, Home/W. Indies/Home/W. Indies, 3th Frigate Squadron, (E).

(Continued in column 3)

A notable 'first'

MISS Kathleen Emily Funnell, whose home is at Hayling Island, has achieved a notable "first."

She is a member of Queen Alexandra's Royal Naval Nursing Service and she has just been promoted from Nurse to Sister. This is the first time that a naval nurse has been promoted in this way since the Service started State Registered nursing training five years ago.

Sister Funnell joined the Women's Royal Naval Service as a Sick Berth Attendant in 1951 and rose to be a Petty Officer Wren. Five years ago she transferred to the Q.A.R.N.N.S. and in 1963 passed her State final examinations.

*She is now serving at R.N. Hospital, Plymouth.

(Continued from column 2)

dron from 24th Escort Squadron, (Phased.) U.K. Base Port, Portsmouth.

H.M.S. Fife (G.M. Destroyer), February 11, at Glasgow. General Service Commission, Home, U.K. Base Port, Portsmouth.

H.M.S. Maxton (M/H. Conversion), February 25, at Devonport. Local Foreign Service (Far East), 6th Minesweeping Squadron (E).

H.M.S. Dartington (C.M.S.), February, Transfer to 8th M/S. Squadron, (Lanton's crew transfer.) Local Foreign Service (Far East), (E).

H.M.S. Kirkcubbin (M/H. Conversion), February, at Rosyth. Foreign Service (Middle East), 9th Minesweeping Squadron, (Senior Officer when on station.) (E).

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The Defence 'Set-up' and the Royal Navy

MINISTERS TRYING TO DISCOVER NAVY'S PROBLEMS

THE Admiralty has become the Ministry of Defence (Navy), the First Lord the Minister of Defence for the Royal Navy and the First Sea Lord, some say, is the Chief of Naval Staff. What is this all about? Has the Headquarters in London really changed or is it just the same as it always was?

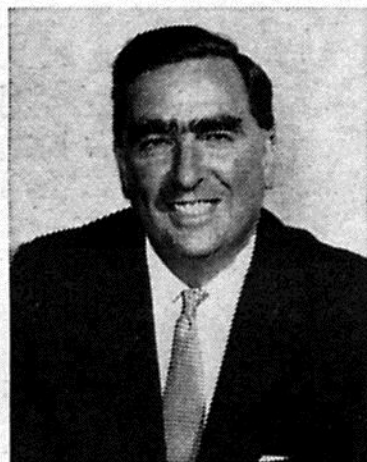
There have, in fact, been a great many changes but most of them are in fields such as finance, administration and civil support, where the Fleet would not expect to feel any noticeable difference. The greatest change was probably the setting up of the Defence Council—apart from the Cabinet itself the highest level committee dealing with defence matters in the country. It sits under the chairmanship of the Secretary of State for Defence (a Cabinet Minister and Head of the whole outfit) and consists of the Chiefs of Staff (the top sailor, soldier and airman, and the Chief of the Defence Staff), the three Ministers in charge of the three Services and one or two others.

There was a Minister of Defence even before the new Ministry was set up and a body such as the new Defence Council often used to meet. The effect of the new organisation is to put it on a more formal basis and make its work more efficient.

THE SERVICE BOARDS

Below the Defence Council are the three Service Boards, which look after the affairs of the three Services—the Admiralty Board, the Army Board, and the Air Force Board. The Admiralty Board is, of course, very similar to the old Board of Admiralty and in describing it we are getting into very familiar territory. The First Sea Lord is still the professional Head of the Navy, the Second Sea Lord is still in charge of naval personnel, the Controller and Vice-Controller still design, build and refit our ships,

and the Vice-Chief of Naval Staff and the Deputy Chief of Naval Staff still act with the First Sea Lord in the higher realm of naval strategy and deployment. The Admiralty Board still has two Ministers to correspond with the old First Lord and Civil Lord—they are called the Minister of Defence for the Royal Navy and the Under-Secretary of State for Defence for the Royal Navy. The final two members of the Board are also civilians—the Chief Scientist (a new appointment and a sign of the times) and the Permanent Secretary.



The Rt. Hon. Denis Winston Healey, M.P., Secretary of State for Defence.

The French have a saying that the more things change the more they are the same. As far as the Fleet is concerned, the Admiralty Board is not too much different from the Board of Admiralty. There have been great upheavals but so far they have all been right at the top. More may be coming and they may be more radical, but two things are worth emphasising. First, these are not changes for the sake of changes. They are all intended to make the system work better. And second, no-one has yet suggested that the three Services themselves should



L.S.B.A. Hickmott of H.M.S. Ark Royal talking to the Secretary of State (Navy), S.B.C.P.O. H. Hiskey, is also in the picture.

be amalgamated. The sailors' nightmare of being made to wear mud-colour uniform and fall in with soldiers and airmen is just not on.

MINISTERS' SERVICE EXPERIENCE

Later articles will be saying something of the naval members of the

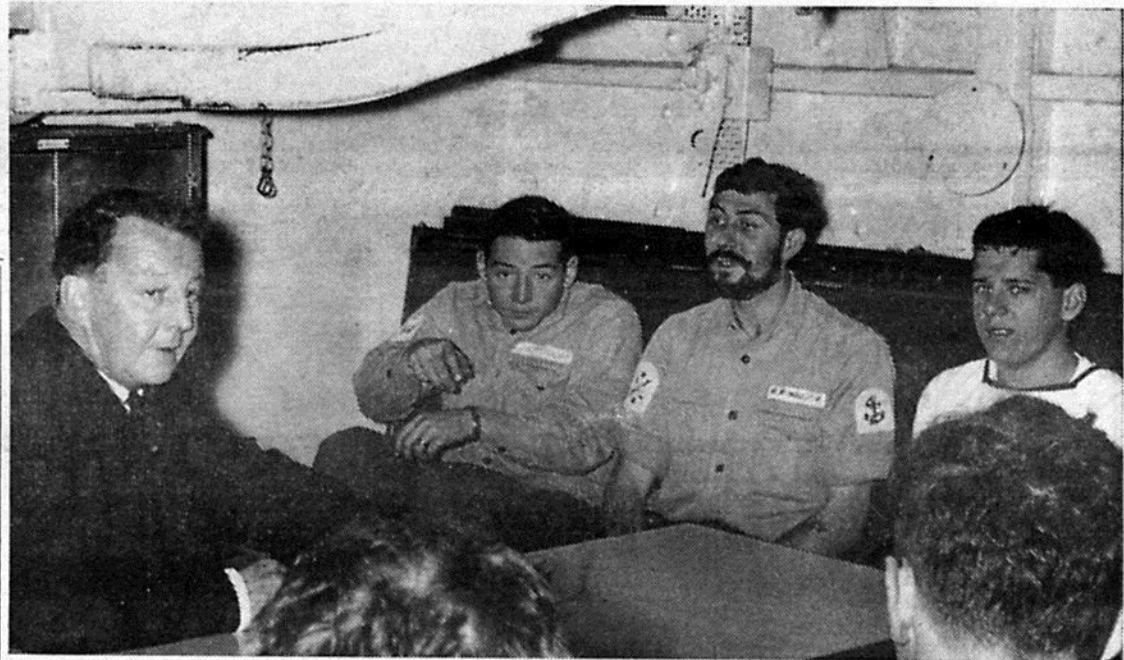


Cdr. (Eng.L.) C. E. Pullan, R.N., explains his task to Mr. Christopher Mayhew, M.P., the Secretary of State (Navy), on the bridge of H.M.S. Ark Royal. Capt. A. T. F. G. Griffin, R.N., the Commanding officer of the carrier, is in the middle of the picture.

Board—the Sea Lords we used to call them. This article is going to finish with a few words about the three Ministers most concerned with the Navy. They are Denis Healey, the Secretary of State for Defence, Christopher Mayhew, the Minister of Defence for the Royal Navy, and Bill "Curly" Mallalieu, the Under-Secretary of State for the Royal Navy. They are all, of course, Labour Members of Parliament and members of the Government, and, perhaps of most interest to the Service man, they have all had personal experience of Service life in wartime—Mr. Healey and Mr. Mayhew were in the Army and Mr. Mallalieu was in the Navy. But apart from this Mr. Healey has a first-class honours degree from Oxford University and studied Defence problems in opposition before he got his present job.

Mr. Mayhew has a national reputation as a speaker on current affairs on television and Mr. Mallalieu wrote a book about his wartime experiences on the lower deck during a Russian convoy.

Since the Labour Government took office the Ministers have been out and about looking at the Navy at first hand. The Secretary of State obviously does not see the Navy as much as the others, since he has the Army and the Air Force to see to, but Mr. Mayhew and Mr. Mallalieu have already been to most of the important naval establishments in the United Kingdom and some abroad. As often as they can get away from Westminster and the pressing affairs at their desks in Whitehall, they can be seen trying to discover the Navy's problems for themselves, from the bottom to the top.



The Under-Secretary of State (Navy) Mr. W. Mallalieu, M.P., with some members of the ship's company of H.M.S. Whitby during a visit to Portsmouth.

Eagle's arrival put up taxi fares!

DESPITE every attempt to play it otherwise, the arrival of H.M.S. Eagle in Singapore convinced everyone locally that (a) war was imminent and (b) she had been sent as part of the "great build-up." Constant Press statements to the effect that Eagle was merely replacing H.M.S. Centaur in the Fleet failed to get a mention.

The mass of front-page publicity for Eagle in the Far East did have its other, rather amusing, consequences though. Sailors going ashore for the first time in Singapore found taxi-drivers greeted them with, "You from Eagle? Big ship. You fight Indonesians?" And promptly put the fare up!

Ratings from H.M.S. Mull of Kintyre worked hard reactivating two S.D.Bs. (Greatford and Tilford) and four C.M.S. (Invermoriston, Thankerton, Lullington and Picton) from the Reserve, and all six ships were commissioned in the Naval Base on January 30 when the assembled ships' companies were addressed by the Fleet Commander (Vice-Admiral Sir Frank Twiss). The ships now form the 11th

Minesweeping Squadron under the command of Cdr. John Leathes, R.N., to strengthen naval patrols in the Singapore and Malacca Straits.

In the meantime the British and Australian minesweepers of the 6th and 16th Minesweeping Squadrons have been having further successes in preventing Indonesian infiltration into Singapore and Malaya. At the beginning of the month the Wilkieston intercepted four heavily armed Indonesians in Malaysian territorial waters off St. John's Island, Singapore. They had with them machine guns, ammunition, anti-Malaysian posters and items of uniform with Malaysian currency sewn into linings and seams.

A few days later Wilkieston had another success when she intercepted a boat off Singapore and captured one of the two Indonesians on board. One man was lost overboard, but the other later admitted that they had both been responsible, a few hours earlier, for placing explosives in an outlet of the "Oceanic Pride" in Singapore Harbour. Although the charges had detonated, only slight damage had been caused. The incident led to new moves by the Malaysian Government to prevent further attempts at sabotage.

POLARIS HEAD VIEWS PROGRESS

THE Chief Polaris Executive, Vice-Admiral H. S. Mackenzie, C.B., D.S.O. and Bar, D.S.C., visited the Clyde area from February 15 to 19. He and Mrs. Mackenzie stayed with Capt-in-Charge, Clyde.

On February 17, he visited the Naval Base at Faslane and Coullport, to view progress and also viewed the housing sites proposed for the naval and civilian personnel, who will be manning the base.

On February 18, he concentrated on the Faslane area where, besides viewing progress, he met Capt. M. G. R. Lumby, R.N., the Capt. of the Third Submarine Squadron, on board H.M.S. Maidstone, and also visited the submarine Osiris, which Mrs. Mackenzie launched.

Subsequently, he visited the Provost of Helensburgh and the County Clerk in Dumbarton for discussions.

Rear-Admiral H. R. Law, C.B., O.B.E., D.S.C., is to be Controller of the Navy in succession to Vice-Admiral Sir Michael Le Fanu, K.C.B., D.S.C., the appointment to take effect in July.

Rear-Admiral G. T. S. Gray, C.B., D.S.C., was placed on the Retired List to date February 10, 1965.

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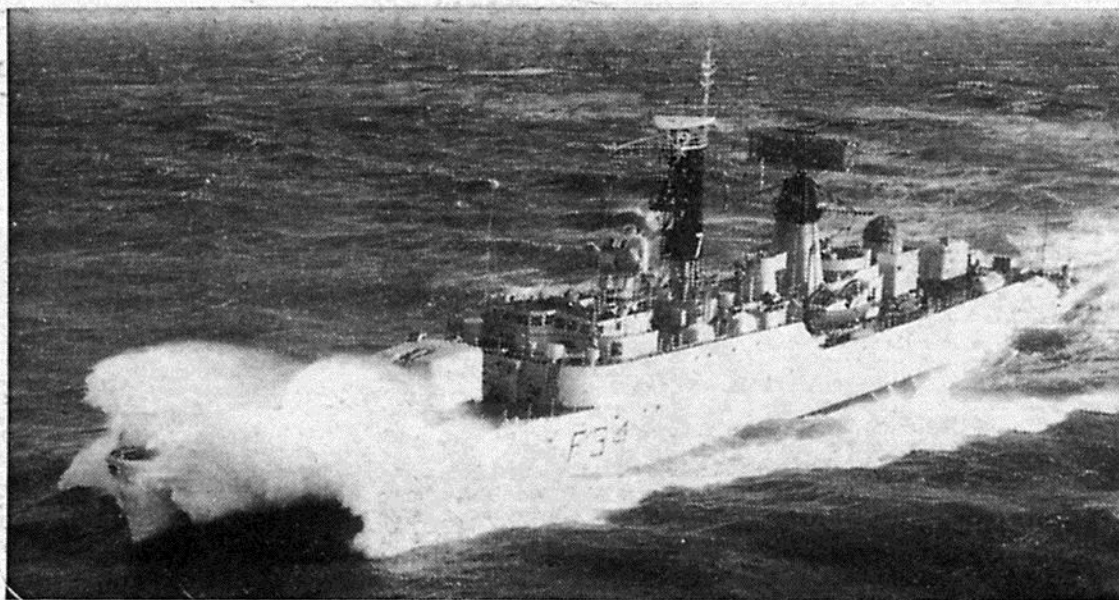
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The "Leopard" class anti-aircraft frigate H.M.S. Puma "bows under" during an exercise when the weather could have been kinder

A Puma to go 'a prowling'

CHANCES FOR BOYS TO SAIL IN FRIGATE

THERE'LL be a Puma prowling the ports of the British Isles between April and September—but a Puma vastly different from that member of the "Big Cats" from the American continent.

H.M.S. Puma (Capt. M. N. Lucey, D.S.C., R.N.), is to visit some 33 ports between May 12 and September 13 on a "Meet the Royal Navy" cruise—Local Navy Days as it were for the ports visited—and during the cruise there will be opportunities for youngsters, e.g. Sea Cadets and members of Combined Cadet Force Units and others, to take passage and make overnight trips, and who will "watch-keep" in various capacities, and for up to 40 boys at a time who will be able to have a five-hour day trip and who will be able to tour the ship and be fed on board, but who will undertake no duties.

There will also be short tours for youngsters while the ship is in harbour.

A lorry-borne exhibition, manned by H.M.S. Puma personnel, will follow the ship to all ports visited.

VISIT TO MANCHESTER

In a subsequent issue of "Navy News" it is intended to give the ship's

itinerary, but it is understood that among the ports to be visited will be Newcastle, Scarborough, Great Yarmouth, Dover and some seven other East Coast ports: ports on the South Coast and about eight ports in Scotland, with visits to Wales and the West Country, as well as a visit to Liverpool, followed by a passage of the Manchester Ship Canal, Puma staying the best part of a week in Manchester.

In addition to the trips organised for boys (about 20 at a time will be able to take advantage of the night passage trips), the ship will be open to the general public at many places, including Newcastle, Hartlepool, Scarborough, Hull, Great Yarmouth, Dover, Leith, Aberdeen, Oban, Greenock, Llandudno, Liverpool, Manchester, Stornoway, Swansea, Torbay and Lyme Regis.

It is anticipated that H.M.S. Puma will be at Newcastle over the Easter week-end, will be at Leith over Whit-

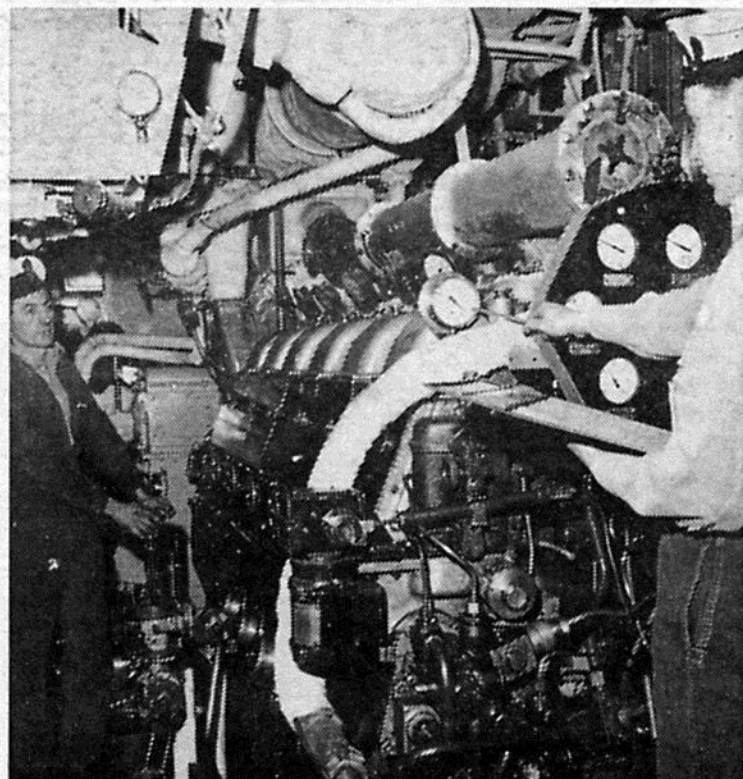
sun and at Swansea and then Torbay over the August Bank Holiday—August 28 to 30.

During May 20 boys will be able to spend four or five days in Rouen. This visit will give the ship's company of the frigate some relaxation from what is going to be quite an exhausting time.

THREE SIMILAR SHIPS

H.M.S. Puma, a First Rate Frigate, was built by Scott's and Co. at Greenock on the Clyde, being launched on June 30, 1954, by Mrs. Wingfield Digby, and was first commissioned in March, 1957. The Leopard, Jaguar and Lynx are similar general purpose frigates designed for anti-aircraft and anti-submarine operations, and being capable of successfully undertaking a multitude of other tasks.

Diesel-engined, with a very long endurance, H.M.S. Puma's displacement (Standard) is 2,400 tons. She is 333 feet long, 40 feet wide and the complement is about 214 officers and men. She has four 4.5 inch guns in twin turrets with modern control equipment and first class long-range radar, and a single Bofors gun. For anti-submarine work she is fitted with Sonar (submarine detection equipment) and a three-barrelled mortar which can fire a pattern of projectiles set to explode at a predetermined depth.



One of the three diesel engine rooms of H.M.S. Puma. The above picture shows the compactness of the machinery and, to the layman, its complicated nature

under almost continual wheel and engine orders for the full seven days she acted in this capacity. It was estimated that the number of engine orders in this period exceeded those of a normal full commission.

It was during the second commission that the ship acquired her mascots, Flora and Dora; two pumas from Monterey in California. Dora has been to the taxidermist and now lives in a glass cage in the ship, but Flora is flourishing and producing a family at Paignton Zoo. The ship established a close relationship with the County of Monterey through friendship with John Steinbeck, the American author. The Captain of H.M.S. Puma is now an honorary High Sheriff of the County and the freedom of the ports of the County is offered to the ship in perpetuity. A sheriff's badge and a key of the County are held in the

ship as symbols of these honours.

In the third commission Puma was sent to Tristan Da Cunha to assess the possibilities of rehabilitating the island after the volcanic eruption. The ship's company undertook many tasks ashore, one of which was to build a road inland from the only serviceable beach. Rocks were blasted to make way for what is now known in the island as Puma Road.

As might be expected in a ship of the technical complexity of the Puma, nearly half of the ship's company are skilled technical ratings. There are Artificers of the various categories, concerned with the skilled maintenance work on the ship's mechanical and electrical equipment and weapon systems, assisted by the Electrical and Radio Electrical Mechanics and Mechanicians and Weapon Mechanicians.

(Continued on page 8, column 2)



Of course it is not all work. Here some of the senior ratings of the ship relax in their mess. Left to right: Mr. Anderson, the Canteen Manager, E.R.A. Jarman, Shipmate Powlesland, C.P.O. Kettle, B.E.M., the Chief Bosun's Mate., P.O. Cook Callery and C.R.E.A. Makin

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There is sufficient electrical generating capacity in the ship to provide power for a small town of about 10,000 people, and the vapour compression distilling plants can convert 50 tons of sea water into fresh water each day.

H.M.S. Puma is the first ship in the Royal Navy to bear the name and she started her present commission, her fourth, on October 30, 1964. The first three commissions were spent mainly on the South Atlantic and South America station, based at Simonstown.

SALVAGE WORK

The "highlight" on the first commission was when Puma, with other ships, went to the assistance of the tanker Melika (42,000 tons), which had been in collision with the S.S. Gilbert, in the Persian Gulf. H.M.S. Centaur had the unwieldy tanker in tow and Puma's main responsibility was to act as a sea anchor and to try to prevent the Melika swinging about in the very heavy seas caused by the monsoon. This involved the ship being

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H.M.S. DIDO HOMEWARD BOUND

£10,000 splash in Hong Kong

H.M.S. Dido, with paying-off pendant flying, sailed from Singapore for the tenth and last time on February 6 as she nears the end of her first General Service Commission. Dido joined the Far East Fleet in May, 1964, and her nine months on the station have been fully occupied with exercises and Malayan Coast-Borneo patrols, with just enough time for two visits to Hong Kong and a couple of week-ends at Subic Bay in the Philippines.

The big disappointment of the commission was undoubtedly the last-minute cancellation of a projected visit to Australia, New Zealand and several South Sea Islands. This was due to the ever-present threat presented by Indonesia's policy of confrontation, which requires a constant land, sea and air vigil to shield Malaysia from infiltration.

In September, Dido sailed from Singapore, going north of Sumatra and joined up with five other ships including Victorious and Hampshire, whose

toys, pearls, jade, etc. There is a very true saying about Hong Kong that one can go bankrupt saving money. During the fortnight Dido was there, the ship's company spent £10,000, an average of £40 a man.

Typhoon "Dot" struck Hong Kong the day after Dido sailed, but the ship skirted round the big blow, and Exercise "Hot Dog 1" in the Subic Bay exercise areas was not unduly cramped by the weather. Subic of course leads on to that very salubrious

pletely uninhabited, its foreshore is golden sand all the way round the island, while on the coral reef, diligent underwater explorers are able to reap a fair harvest of cowrie shells. While at Borneo the opportunity was taken to send a dozen sailors—all volunteers—into jungle to live it rough with the Royal Marines for a week or so. They say they enjoyed it!

RUGBY TOUR

Back in Singapore over Christmas for a refit period, during which time the ship's rugby team had a week's tour upcountry. Based on Kuala Lumpur, the capital of Malaysia, the team played two games there, one at Klang and one at Seremban. All four games were very close affairs, and the hospitality extended by the hosts was such as to make the visit the high spot of the commission for some of the players.

Early in the New Year the first third of the new commission ship's company joined the ship at Singapore just before Dido's second visit to Hong Kong. Back to Singapore early in February for the ship's Harbour Inspection and to embark final stores before the five week haul back to the U.K.

WASP'S GOOD WORK

During all this time, the ship's Wasp has been working flat out and has completed over 240 hours' flying while on the station. At one time while the ship was in Borneo, the Wasp was the only operational helicopter available in the area and full use was made of her by the local



task it was to establish the right of passage of any ship through the straits of Sunda and Lombok and the Java Sea, all of which had been claimed by Indonesia as her territorial waters. The passage through the Lombok Strait went off without incident.

£10,000 SPENT IN HONG KONG

On completion of this task Dido sailed for Hong Kong for her first visit to the colony. Hong Kong has a charm without parallel—it also has an uncanny knack of persuading the sailor that he is actually saving money when he buys such things as clothes, shoes, china, camphor wood chests,

seaside resort known as Olongapo. The delights and joys of this place are probably best left undescribed—suffice it to say that the second week-end visit was as successful as the first.

"Hot Dog 1" marked the end of planned exercises as such and, for the last three months on the station, the Malacca Strait and Borneo patrols took precedence over all other activities. The Borneo patrol, based on Tawau, gave the ship's company a chance to explore some of the many coral islands which abound on this coast. The pride of them all is undoubtedly Sipidan, where the depth is some 300 fathoms within a cable of the shore. Com-

The Wasp's eye view of H.M.S. Dido. Brigade Commander. Deck landings on Dido now number over 350.

(Continued in column 4)

New Flag Officer Sea Training

CAPT. P. G. Sharp, D.S.C., R.N., at present Commodore of the Royal Naval Barracks, Portsmouth, is to become Flag Officer Sea Training and in command of Portland Naval Base with the rank of rear-admiral, in succession to Rear-Admiral P. U. Bayly, C.B., D.S.O., the appointment to take effect from April, 1965.

Commodore Sharp is one of the few officers who started his naval career as a member of the R.N.V.R. and subsequently attained senior rank as a permanent officer in the Royal Navy. Born in 1913 he joined the R.N.V.R. in 1937 and was mobilised as a lieutenant at the beginning of the Second World War. He served for nearly three years in the destroyer Sikh, taking part in actions against the Altmark and Bismarck, and played his part in many convoys sent to relieve Malta. The Sikh was sunk off Tobruk in September, 1942, and he was taken prisoner by the Italians, remaining in enemy hands until March of the following year.

He was awarded the D.S.C. for his part in the action off Cape Bon in 1941 when two Italian cruisers and an E-boat were destroyed.

From November, 1943, to March, 1946, he commanded several destroyers, operating mainly in home waters and in connection with the allied landings in Normandy. Appointments subsequent to the war have included a minesweeping base and a training establishment and the Operations Division at Admiralty where he was granted a permanent commission.

Commodore Sharp then served on the staff of the Commander-in-Chief, Portsmouth, the cruiser Gambia and at a submarine base. On promotion to captain in 1956 he commanded H.M.S. Defender, later serving on the staff of the Allied C-in-C, Channel, at Portsmouth, and in 1960 Captain of the Fleet, Home Fleet. He was appointed in command of H.M.S. Centaur in June, 1962, and as Commodore, R.N. Barracks, Portsmouth, in June, 1963.

Half ship's company are film stars

(BY P.O. WTR. M. P. DURKAN)

H.M.S. Walkerton (Cdr. St. J. H. Herbert, R.N.) a "Ton" class Coastal Minesweeper was alongside at San Remo having been there for the festival of "Europe in Flower." The streets had been cleared of the blaze of bloom that followed the battle of flowers, and the folk dancers and contestants from as far away as Las Vegas were on their way back home for another year.

In their place began to trickle in the pop singers for the forthcoming "Silver Platter International Song Contest" which was to be held over the next few days. We were not planned to have anything to do with this event, and were berthed alongside on a weekday morning preparatory to sailing during the afternoon, when a film producer came over the brow.

He was an Italian, but responsible for producing the British entry for the song festival. Could we provide the background for the entry from United Kingdom? I suppose the Captain must have nodded his head, because half an hour later the jetty was the scene of feverish activity. A half-ton Renault van lumbered up—one of those ones that looks as though it's been made of corrugated iron—and disgorged a film camera, tripods, tape recorders, spotlights and the trappings of a film set.

In rather more smart Alfa-Romeos the producer, the director, the continuity girl and a host of staff arrived and there was Anita Harris, the cause of it

(Continued from column 3)

During the commission, the ship's company has raised almost £300 which is sufficient to buy a Guide Dog for the blind, with enough left over for the dog to have free biscuits for a year. The presentation of the money involved will be made at Chatham when the ship arrives there on March 12.

Dido is due to recommission on April 8 and she will thus be the first Leander class frigate to complete a General Service Commission. As if to mark the occasion, Dido will take over as Leader of the 21st Escort Squadron in the next commission.

all, heading the brow. She was about 18, slim and petite with a train of long black hair which reached down to her waist, dark eyes and a beauty spot on her cheek. She was dressed in a nautical garb of jacket and slacks decorated with gilt buttons and executed a smart Army-type salute as she came aboard.

NAVAL CAST

The producer asked if he could have a dozen or so sailors as background for the film and the response was quite something to see. Normally, in a minesweeper, we are not up to shoregoing standard in our dress during working hours but in five minutes the cast had assembled.

From somewhere came 12 immaculate white jerseys which looked as though they had emerged direct from a "window test" for a whiter than white detergent. Combs were produced and hair which had up to 10.30 been allowed to take its own course was patted and groomed into shape. L.Stid. Dave Jarvis, from Wallington, Surrey, waxed the ends of his moustache, R.O. John Rummery, from Neasden washed his hands and even P.O. Alan Crabtree from Stockport, who is old enough to know better, smoothed out his eyebrows.

While Anita mimed to her recording, we provided the nautical background leaning in nonchalant attitudes on various pieces of minesweeping equipment. We realised how hard she worked for her money, for it took several "takes" before the producer was satisfied, and the scene shifted from the sweepdeck for the first verse, to the bridge ladder for the second and the fo'c'sle for the finale.

At the end of it all we were firm fans of Anita, and she presented each messdeck with a signed photograph and an E.P. of her song, while the First Lieutenant got a lock of her hair.

Maybe you've never heard of Anita Harris before? Neither had we, but we follow up her progress on the pop charts now. Of course, that's to be expected in a minesweeper where half the crew are the film stars!

Seacat sea-to-air missiles have been installed in the Royal Australian Navy frigates Parramatta and Yarra.

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H.M.S. Anzio, half-leader of the Amphibious Warfare Squadron, based on Bahrain

ANZIO HALF-WAY THROUGH COMMISSION

H.M.S. Anzio (Cdr. R. J. Davies, R.N.), Landing Ship (Tank), and half-leader of the Amphibious Warfare Squadron based on Bahrain is now more than half-way through her Foreign Service Commission.

Since commissioning on June 21, 1964, the ship has steamed 13,000 miles, at an average speed of only 7½ knots. In Anzio is now borne

the First Assault Squadron, Royal Marines, and the Gulf Armoured Squadron, "B" Squadron of the 5th Royal Inniskilling Dragoon Guards.

Anzio spent a month in Bombay Dockyard in October and November last year—a period which provided a welcome relief from the somewhat austere shore-side attractions of the Persian Gulf. Banyans, "rabbit runs," sunbathing, and much welcome hospitality from ashore were the order for the entire ship's company. Apart from Bombay and Bahrain, the ship has also called at Aden five times, Kuwait and the islands of Yas and Sir Abu Nu'air twice each, and the French Somaliland port of Djibouti once.

In Memoriam

Richard Mervyn Williams, Naval Airman Mechanic 1st Class (O), L/061344, H.M.S. Fulmar. Died January 15, 1965.

John Charles Hughes, Electrical Mechanic 2nd Class, P/M961655, H.M.S. Caesar. Died January 18, 1965.

David William Holbrook, Radio Electrical Mechanic 1st Class, D/069387, H.M.S. Cochrane. Died January 18, 1965.

Kenneth Nigel Whitaker, Marine R.M. 22648, 45 Commando Royal Marines. Died January 20, 1965.

Lieut.-Cdr. James Alexander Sanderson, R.N., H.M.S. Victorious. Died January 22, 1965.

Lieut. Elson Spencer Billett, R.N., H.M.S. Victorious. Died January 22, 1965.

George Henry Thomas, Electrical Mechanic 1st Class, P/MX581253, H.M.S. London. Died January 28, 1965.

Edward Nathaniel Williams, Leading Steward, A/M974524, H.M.S. Afrikaner. Died January 31, 1965.

Charles Phillips, Able Seaman, P/J926002, H.M.S. Bellerophon. Died February 1, 1965.

Leslie Joseph Walters, Writer, P/080194, H.M.S. Lochinvar. Died February 9, 1965.

Lieut. Victor John Blyther, R.N., H.M.S. Ark Royal. Died February 10, 1965.

Douglas James Monteith, Leading Cook, D/M932837, H.M.S. Mermaid. Died February 10, 1965.

Peter Forbes Davidson, Sergeant, R.M. 17455, 42 Commando Royal Marines. Died February 11, 1965.

A BISHOP AT ROYAL NAVY OFFICERS KNOW FASLANE

THE Bishop of Maidstone, the Rt. Rev. Stanley W. Betts, M.A., who is the Archbishop of Canterbury's personal representative to the armed forces, visited the Third Submarine Squadron and Faslane recently.

During the past eight years the Bishop has visited the three Services both at home and abroad.

On January 31, he preached on board H.M.S. Maidstone, the Depot Ship and at St. Michael's Church, Helensburgh. He also met ratings' and officers' families, talked to members of the ship's company in their messes and visited the submarine H.M.S. Ocelot.

The high-light of the commission so far was the attempted salvage of the burning tanker, Esso Norway, between August 24-27, off the South Arabian coast. The tanker was fully laden, and due to flooding, submerged to deck level aft. At no small personal danger, the boarding party brought the fire under control and succeeded in securing a tow forward. After a tow lasting three days in the teeth of the south-west monsoon, the tow had to be slipped because the spread of oil from Esso Norway was endangering Anzio herself; but she was beached on a sandy shore instead of being wrecked on the rocky coast, and later a tug arrived to tow the stricken hulk into the safety of Aden.

CHRISTMAS SPORT

Christmas was spent at the oil town of Mina-al-Ahmadi, and the ship was entertained by the employees of the Kuwait Oil Company. The Government had recently imposed a ban on the importation of alcohol and forbidden its consumption in any public place, so the local people felt restricted in the hospitality they could offer, but a most comprehensive programme of sport was laid on, and a few private invitations were extended and much enjoyed.

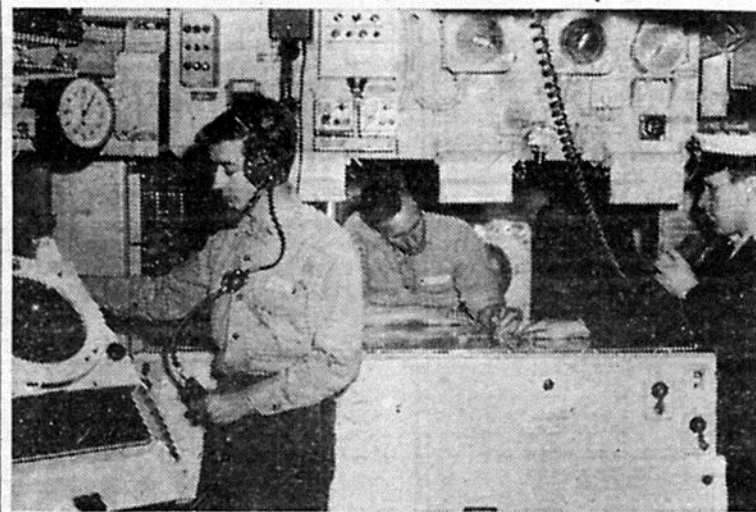
Anzio has five "sea-going" months left in the commission before arriving at Gibraltar for refit, and hopes to include a visit to at least one non-British Mediterranean port en route.

PUMA A PROWLING . . .

(Continued from page 7, column 5)

Looking after the propulsion machinery, under the Chief Engineer Officer, are the Engine Room Artificers, and Mechanics. In addition there are the Cooks, Stores Accoun-

tants, Writers, Radio Operators and the Seaman Radar Plot, Torpedo Anti-Submarine and Gunnery Specialists who "man" the ship's weapons and "work" the ship. All have vital



Part of the Operations Room of H.M.S. Puma. The "Leopard" Class frigates were designed primarily for the protection of convoys against aircraft, but they can also serve as a medium type of destroyer in offensive operations. The "Ops Room" is the nerve centre of the ship

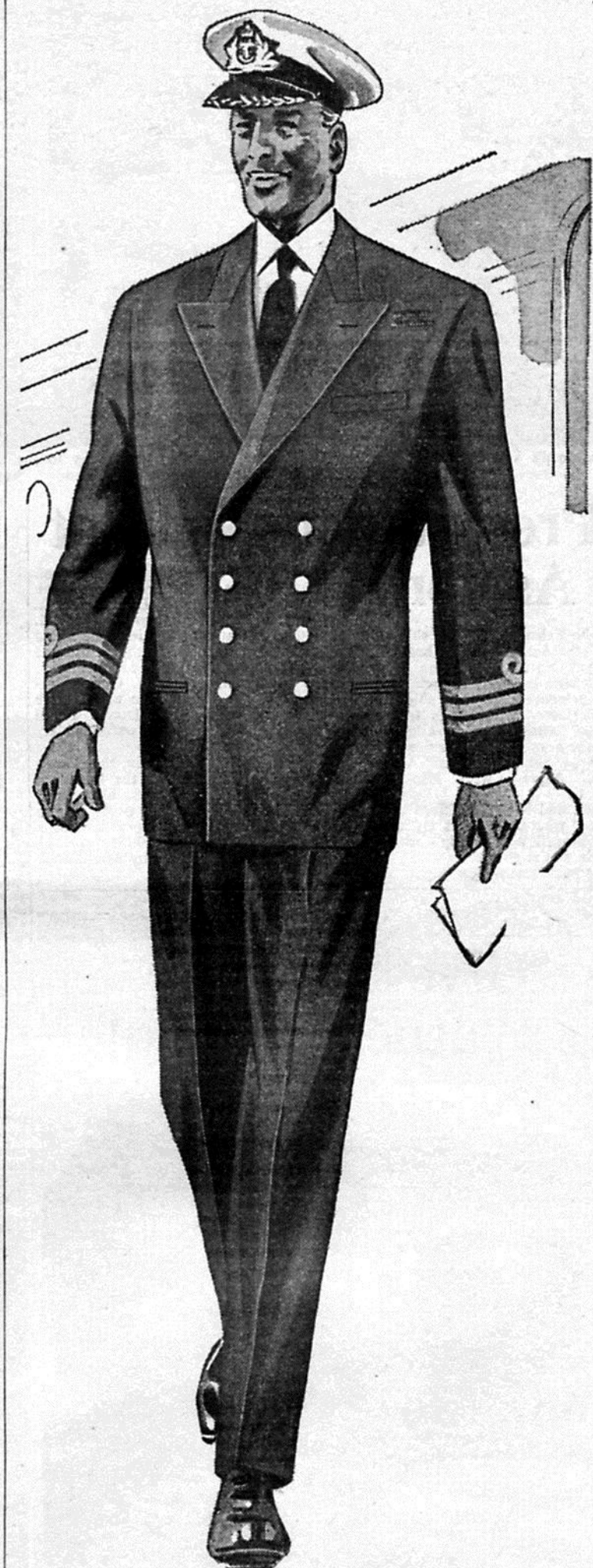
jobs to do. All have been highly trained, and many possess valuable qualifications which will help them when, eventually, they return to civilian life.

MANY OPPORTUNITIES

The boys who will have the opportunity to visit H.M.S. Puma will have a wonderful experience—an experience which will be the envy of those unable to go. The provisional programme envisages that about 420 boys in batches of 20, will be able to spend a night on board the ship, and close on 2,000 in batches of 40, will have the opportunity of taking part in five-hour day trips. Many others will be able to tour the ship while she is in harbour.

H.M. Submarines Osiris, Olympus and Orpheus are to visit Bergen from March 12 to 15.

H.M.S. Olympus and Narwhal are to visit Newport (Mon.) from March 29 to April 1.



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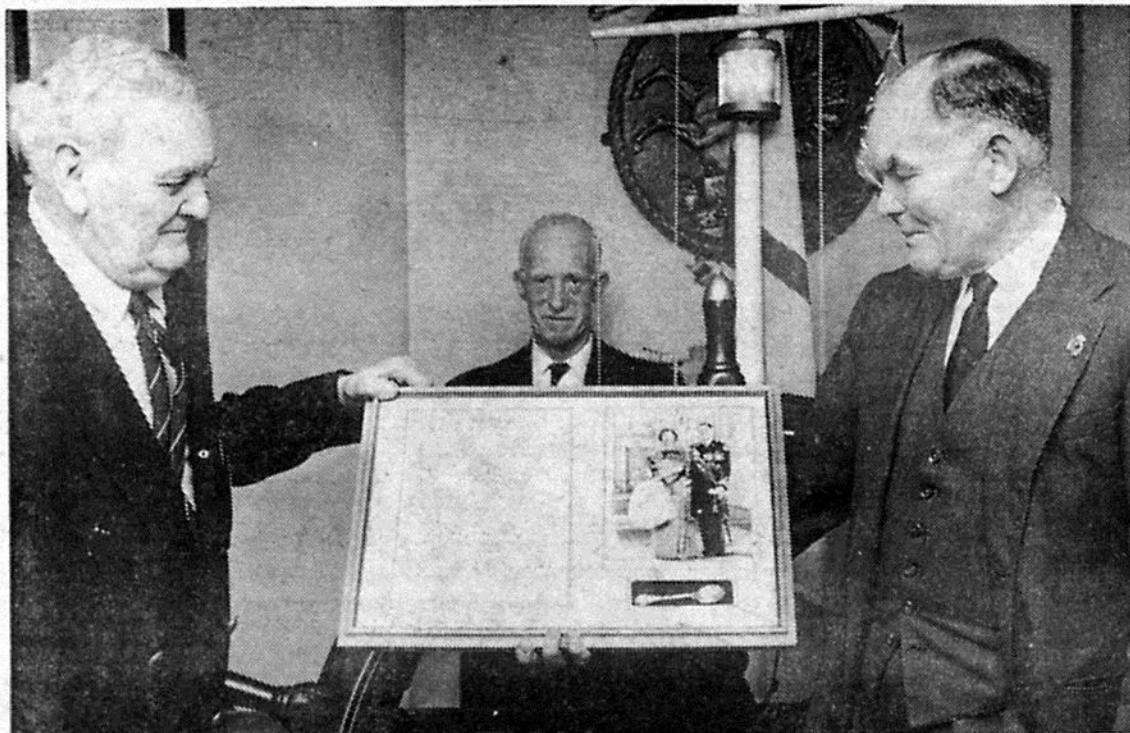
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Ashford's Vice-President, Shipmate D. Murray presenting the trophy to the branch President, Shipmate Capt. D. Macintyre, R.N. In the centre is Shipmate E. Standen, the branch Secretary

Presentation Night at Ashford

ON February 12 the shipmates of the Ashford (Kent) branch of the Royal Naval Association held their 17th birthday party in their "Mess," in the presence of some 60 shipmates and their ladies, with guests from Maidstone, Gillingham, Whitstable and Dover branches. The chairman of No. 2 Area, Shipmate "Tom" Asprey and Mrs. Asprey, were also welcome guests.

Mr. and Mrs. Ratcliffe, from Maidstone, who three years ago presented the branch with a ship's wheel, were again at the party.

It was Presentation Night, for Ship-

mate "Don" Murray, vice-president, handed over to the branch president, Capt. D. Macintyre, D.S.O., D.S.C., R.N., a framed photograph of H.M. Queen Juliana and Prince Bernhard of the Netherlands. In the frame was a silver spoon, struck to commemorate 25 years' reign of H.M. Queen Wilhelmina. The presentation was to have been made by the Dutch Naval Attaché, but he was unfortunately unable to attend.

Shipmate E. S. Standen, the branch secretary, presented to the branch a ship's plaque of H.M.S. Undaunted and he also handed over a gun tampion from H.M.S. Dominion and a framed and signed photograph of Admiral Fisher, given by Mr. Alcock of Wye.

Finally, the vice-president presented a plaque from his old ship, H.M.S. Lynx. The presentations made welcome additions to the many other trophies which are hung in the branch headquarters.

At the Annual General Meeting officers were re-elected for another term, with the addition of a new vice-chairman, Shipmate "Chick" Kinge, who has been a mainstay of the branch.

NATIONAL PRESIDENT OPENS CLUB

THE President of the Royal Naval Association, Admiral, Sir Frederick Parham, G.B.E., K.C.B., D.S.O., performed the official opening ceremony of the new headquarters of the Hersham and Walton branch of the Association in January. Others present included Rear-Admiral, G. A. F. Norfolk, C.B., D.S.O., Lord Williams, Sir Richard Jackson, Chief Supt. J. Miller and Cdr. Knight.

The new headquarters is a hut on the premises of Shipmate J. Matthews, O.B.E., and seats 60, and on opening night every square inch was occupied.

The branch president, Shipmate J. Wheeler introduced Admiral Parham, who congratulated the branch upon having found a home at last. He also complimented the ladies of the branch for the way in which they had made the arrangements, including refreshments. Admiral Parham was presented with a pipe in appreciation of the interest he had taken.



Admiral Parham being "piped aboard" by Walton Sea Cadets under the command of Lieut.-Cdr. (S.C.C.) A. A. King, R.N.R.

We will remember them

Shipmate F. Hoare, a founder-member and President of Horley branch.

Shipmate W. Tyrrell—member of Horley branch.

Shipmate E. Deal, a founder-member of Dagenham branch.

CAMBERLEY BRANCH HONOURS FOUNDER TREASURER

WHEN the Camberley branch of the Royal Naval Association held its 11th Annual Dinner Dance, the British Legion Hall, Camberley, took on a new look, with the 'Mess deck' being gaily decorated, and with members of the Camberley Sea Cadet Unit welcoming the guests aboard. Eight bells were struck by Shipmate S. V. Head and two of the Sea Cadet Buglers sounded the Alert, as the Guest of Honour, Shipmate A. Fidler, who was accompanied by Mrs. Fidler and the branch Vice-President Shipmate Lieut.-Cdr. M. Chappell, R.N., and Shipmate Mrs. Chappell.

Shipmate Head said grace after the traditional dinner call had been sounded on the bugles by the Cadets.

After Shipmate Chappell had proposed the Loyal Toast, Area Councillor Shipmate W. Pibworth proposed the toast of The Royal Naval Association, reminding those present that Camberley was just one branch among the 300 now registered here in England and abroad. He stated that whereas many other similar organisations were experiencing a decline in membership, that of the R.N. Association was increasing.

The branch Chairman, Shipmate W. Gunns, proposed the toast of The Guests. Some years ago it was the custom to have a 'V.I.P.' as Guest of Honour, but for the last eight years a

branch member had been so honoured. "This year," said Shipmate Gunns, "is no exception, as we are honouring the branch Treasurer, Shipmate Fidler." Shipmate Fidler had served the branch as Treasurer since its inauguration and had done the job well. "He keeps a tight hand on the branch funds and advises wisely." Shipmate Gunns conveyed the apology for his absence from the branch President, Shipmate R. Berg, who was sick and who was missing the Annual Dinner for the first time. The shipmates wished Shipmate Berg a speedy recovery.

88 PRESENT

Shipmate Fidler, in his reply to the toast, said how honoured he and his wife were to be chosen as the Chief Guest, and he expressed his pleasure at seeing so many—88—turn up for the occasion.

GOOD YEAR FOR ILFORD

THERE was a good attendance on February 20, at the Annual General Meeting of the Ilford branch of the Royal Naval Association.

In his report, the branch secretary, Shipmate King said that 1964 had been a good year for the branch, with good numbers at the meetings. He would like to see more new members, but he paid tribute to the present ones, who formed a hard core of good workers.

The treasurer, Shipmate Mutter reported that the finances were sound, and he thanked the members for their support in his other capacity as social secretary. Shipmate Hill, the chairman, also spoke, saying that he hoped progress would continue.

Finest year ever

"THE finest year since the formation of the Dartford branch of the Royal Naval Association" was the view expressed by Shipmate W. Thompson, branch Vice-President, at the Annual General Meeting. And he should know, for he was a founder-member and has seen the many ups and downs of the branch.

The Secretary, Shipmate A. J. Brett, stated that 20 new members were enrolled during the year and the branch complement is now 75.

Shipmate R. Skedge, the popular Chairman, has had to relinquish that office owing to business commitments, but he was persuaded to act as Vice-Chairman and branch standard bearer. Shipmate W. Thompson was elected as Chairman.

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HOLBROOK AND SIR WINSTON

SIR Winston Churchill's close ties with the Royal Navy over the years were also, indirectly, very close ties with the Royal Hospital School, not only on its present site at Holbrook, in Suffolk, but also at Greenwich in the buildings which are now the Maritime Museum. It was never Holbrook's privilege to have had a visit from Sir Winston Churchill, but nevertheless the boys from this school who, over the years, have joined the Services, and in particular during the last war, will remember for all time his part in our history.

It was thus fitting that soon after the news of his death on Sunday, January 24, sons of sailors who had participated in the Second World War should pay their respects in remembrance of Sir Winston Churchill. There was a special parade at the school, when the school colour was paraded with the school guard, which marched past, colours at the dip and arms reversed. On completion of the parade the school band played the Dead March, followed by the Last Post.

The church service was taken by the Rev. J. N. C. Holland, O.B.E., M.A., R.N. (ret.), the school Chaplain, and Mr. N. A. York, M.A., the Headmaster, read the Lesson: a reading from the war-time speeches of Sir Winston Churchill was quoted.

On Friday, January 29, Mr. P. S. Newell, C.B., the Director of Greenwich Hospital, represented the school and paid homage to the memory of Sir Winston Churchill by attending the lying-in-state at Westminster Hall.

Television sets were installed in each of the 11 houses at the school and all members of the staff and boys were able to watch the State Funeral. In the afternoon all representative games were cancelled, and colours were at half-mast throughout this period until sunset.

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Chances not taken cost Navy dearly

MISSED chances and lapses in defence when the Royal Naval Football Association played the Civil Service A.F.C. at Portsmouth on February 10, bore witness that the Navy simply must take opportunities and thereby consolidate its position in amateur soccer.

This is of vital importance as shortly the Navy will be meeting the Army and the R.A.F. and will pay heavily

(Continued in column 2)

NAVY'S FITNESS COULD NOT OVERCOME ARMY'S EXPERIENCE

(Continued from column 1)

for most chances. The Navy must take charge of proceedings and force home opportunities.

The Civil Service, with a very strong team, three of their players being internationals, won by the odd goal in five. The performance of the Royal Navy Football Association team was a creditable one but it could, and should, do better than it is doing at present.

Atkey and Milligan, replacements for regular players that were unavailable

(Continued at foot of column 3)

THE Inter-Services Boxing Association team match, Royal Navy versus the Army, was held in H.M.S. Drake, Plymouth, on January 28. Unfortunately, because of injuries, the Navy team was not at full strength. Had it been, the scales may well have been turned against a strong, experienced Army team.

A capacity audience of enthusiastic supporters certainly had their money's worth, as the match provided a thoroughly enjoyable evening's boxing, of a high standard. Although the Army won by seven bouts to four, most of the bouts were closely contested.

The Army team was certainly the more experienced, but the Navy team's fitness and determination made the Army fight hard for its win.

RESULTS

L./Sea. Stafford lost to Pte. Teasdale (R.A.O.C.). Stafford started confidently and was boxing well until a hard right counter stopped him in the second round. Lost by K.O.

E.M.(S) Collins (Collingwood) was easily beaten by the hard-hitting, experienced L./Cpl. Rae (R.E.). The referee stopped the bout in the second round.

L.M.(E) M. Frampton (Victory) in a very convincing manner, outpointed Bdr. Woodcock (R.A.). Frampton has a great chance of an A.B.E. title this year.

M.(E)I. K. Furn (Cochrane) did well in staying the distance with Gdsm. B. O'Sullivan (Irish Guards). A convincing points win for O'Sullivan.

Mne. D. Burton (43 Cdo., R.M.) had a really tough time with L./Cpl. P. Taylor (R.A.O.C.) who is perhaps the most experienced of the Army team and a possible A.B.A. champion this year. Burton boxed with courage, but he could not overcome his opponent's superb ability. The referee stopped the bout in the second round.

Mne. R. Hall (43 Cdo. R.M.) substituted for Mne. Adams, who was found to be medically unfit at the weigh-in. Hall, boxing one of his best performances, forced the pace, to gain a close but well-deserved points decision over L./Cpl. Tibbs (16/5 Lancers).

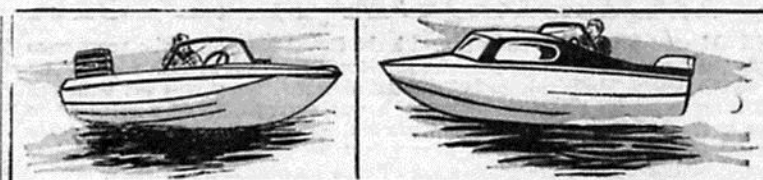
Mne. G. Gordon (I.T.C. Lympstone), substituting for Ck. A. Hamilton (Portsmouth), was not experienced

(Continued in column 4)

(Continued from column 2)

able played well up to Navy standards. In the game Wilkinson and C.P.O. Coates, the international team Captain, did very well, both being strong players who thoroughly enjoy their soccer. Greenwood scored both Navy goals.

Mr. Dennis Howell, the minister for sport, attended the match and was introduced to the teams and their officials. He said that he enjoyed the game and the opportunity to visit the Navy at Portsmouth.



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(Continued from column 3)

enough to last the distance with Bdr. G. Little (R.A.). The bout was stopped in the third round. However, he displayed courage, and put up a creditable show, and with more competition should do well.

Mne. D. Smith (P.R.O.R.M.), substituting for P.O. K. Gleeson (Drake), was narrowly outpointed by Gdsm. G. O. O'Sullivan (Irish Guards). Had Smith used his reach to more effect he would have gained the decision.

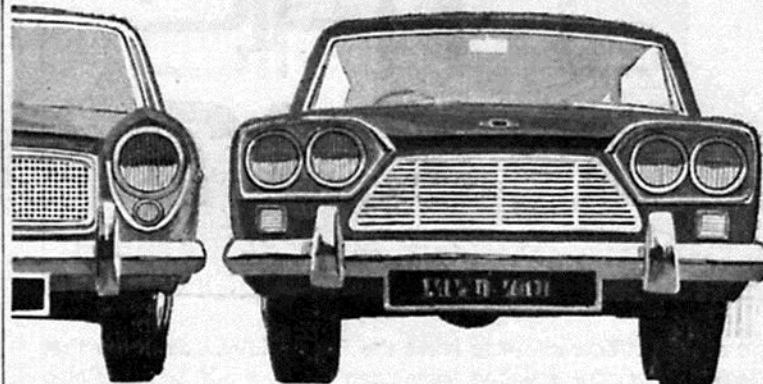
Cpl. H. Alsop (I.T.C.R.M.) was not at his best, and allowed L./Cpl. White (R.A.O.C.) to dictate from the bell.

White won by a K.O. in the second round.

AB. C. Field (Ark Royal) gained a quick win by a K.O. over the giant L./Cpl. B. Robertson (Royal Scots Regt.), last year's A.B.A. finalist. The Army heavyweight was unable to recover from Field's hard punching and the bout was stopped early in the first round.

Ck. R. Woodley (Dolphin), boxing as the second string welterweight, won on points against Cpl. T. Fleming (1st Para. Regt.). This was the best bout of the evening and the most exciting. Both boxers displayed great skill and tenacity, which delighted the crowd.

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